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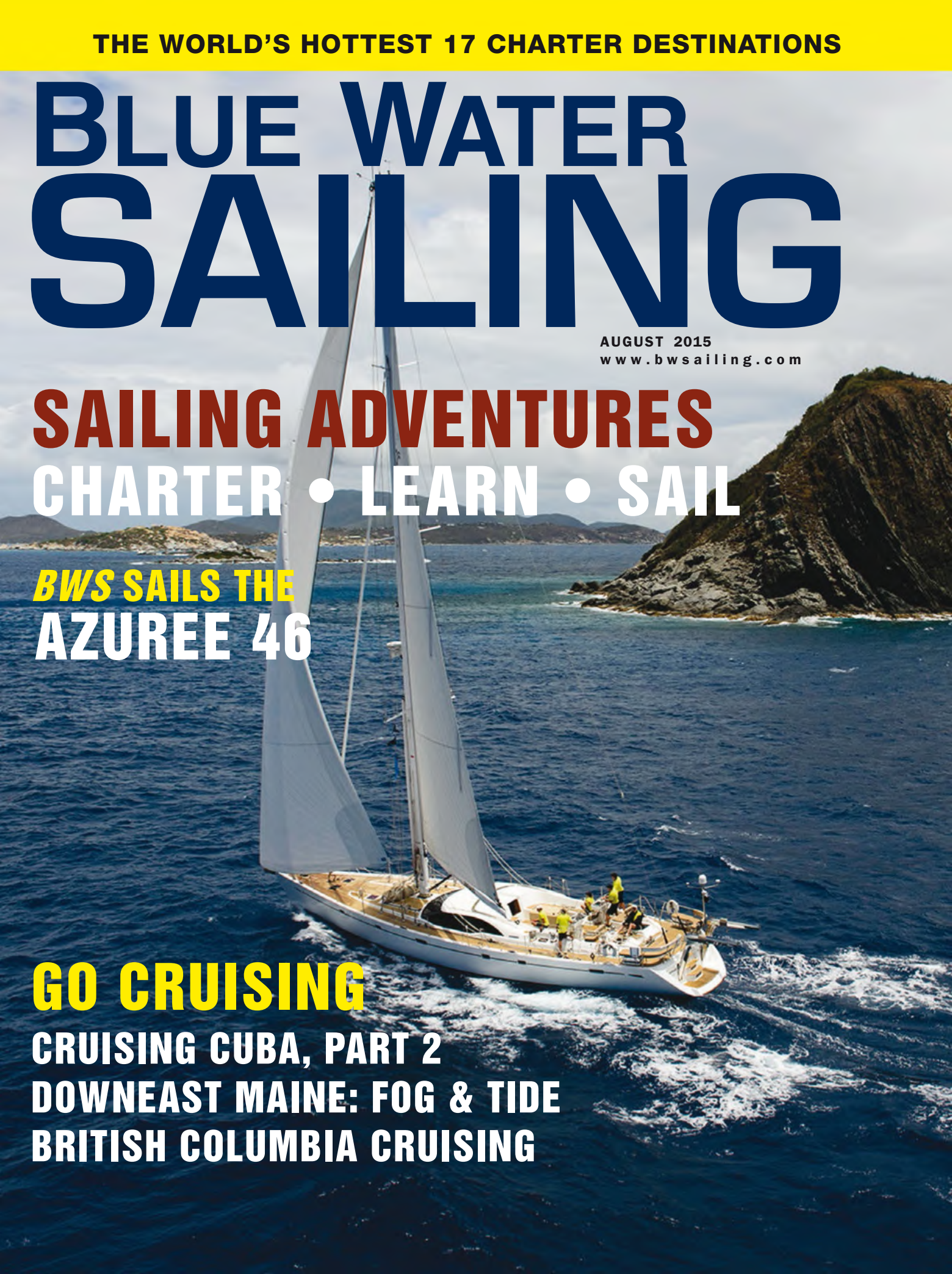
**BWS SAILS THE
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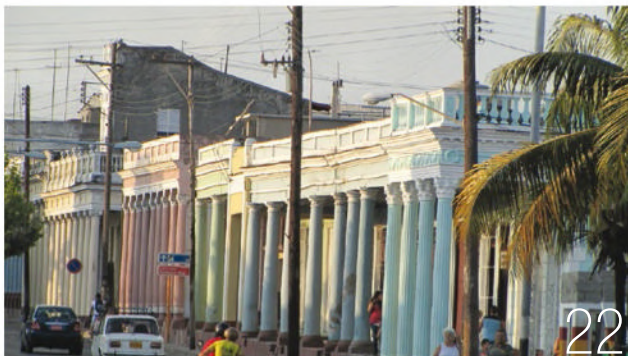
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Cover photo: Racing an Oyster in the B.V.I.
Photo courtesy: Mike Jones / Waterline Media / Oyster Marine



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Chartering Solves Winter

Although I hate to dredge up the memories of the last winter in the Northeast U.S. where we live and publish BWS, I will. It was brutally cold. It snowed and snowed and snowed. And it never seemed to end. People went down their burrow holes like groundhogs and didn't come out again until May. Never-mind February 2!

In June, the harbors are still not full and the boat yards still have many boats to launch. Spring never got going and now summer is upon us and we're not ready for it. It's time to go sailing but the hangover of the long winter is only just clearing.

So what is the cure to this winter spawned malaise? It has to be heading south—to the Caribbean, Mexico, the South Pacific—to the sun sometime between New Year's Day and the Ides of March. There is something about leaving the ice and cold behind that feels good. But even better is the sensation of deplaning in Tortola or Tahiti and smelling the scent of flowers on the warm breeze that causes a complete change of attitude.

The first night on the charter boat is usually an early one since we are usually exhausted from the process of getting away for vacation and from the travel. The chirping of the tree frogs, the slight motion of the boat, the warmth all combine to produce a deep and nourishing sleep. And, then, in the morning, after the charter briefing, we're away. We like to sail somewhere not too far away to anchor for lunch because a most important thing has to happen as soon as humanly possible...a swim in the sea.

An old yacht captain friend once commented to me that the best way to keep natural teak on deck looking clean and healthy is with salt water and sunlight. Rosie and I are like that, too. Tropical salt water seems to wash away the grit and grim of the work-a-day world. Sunlight makes your molecules rejoice and your whole body smile.

By mid-afternoon we will have found a good place to anchor or moor for the night. We'll take a walk ashore to stretch our legs and then have an end-of-the-day swim before heading back ashore for dinner at the local beach-side restaurant. Sitting outside wearing nothing but shorts, a light shirt and flip flops means we are about as far away from the snow and ice that we could be.

And that's just fine.

Yes, the solution to the northern winters is to head south for at least a week—two are better—to someplace where trade winds blow, the sun shines and our chartered sailboat takes us from one pretty landfall to the next.



photo by Bill Kund

BLUE WATER SAILING

Volume 20, Number 8

Blue Water Sailing, LLC
747 Aquidneck Avenue, Suite 201
Middletown, Rhode Island 02842 - USA
phone: 401.847.7612 • fax: 401.845.8580
web: www.bwsailing.com

SUBSCRIBER HOTLINE
866-529-2921

Editorial

Editor & Publisher George Day
george@bwsailing.com

Assistant Editor Kira Munger
kira@bwsailing.com

Editors-at-Large Andrew Cross, John Neal
Amanda Swan Neal

Contributing Editors
Bill Biewenga, David Burch,
Patrick Childress, Rebecca Childress,

Advertising Sales/Production

Ad Director Sandy Parks
401-847-7612 sandy@bwsailing.com

Ad Director Scott Akerman
207-939-5802 scott@bwsailing.com

Advertising Sales & Marketing Consultant
tomcat911@comcast.net Tom Casey

Sales Associate Rosa Day
The Chandlery & Classified
401-847-7612 rosie@bwsailing.com

Circulation Customer Service
Prestige Fulfillment Services
Fort Lauderdale, FL
bws@themagstore.com
866-529-2921 (hours 8:30 am-7 pm EST)

Subscriptions:

Rates for one year (12 issues): \$29.95 in the
United States; \$44.95 for Canadian subscriptions;
\$64.95 (air) for all other foreign.

No foreign currency checks accepted.
US\$ only.

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Postmaster:
Send changes of address to: Blue Water Sailing,
P.O. Box 3000, Denville, NJ 07834-3000; Canadian Publications Mail
Agreement # 41760516. Return Undeliverable Canadian addresses to
P.O. Box 122, Niagara Falls, ON L2E 6S8. Email Address -
bws@themagstore.com Ph: 866-529-2921

Blue Water Sailing USPS No. 014597
ISSN No. 1091-1979 is published monthly by
Day Communications, 747 Aquidneck Ave., Middletown, RI
Periodicals Postage Paid at Newport RI 02840
and additional mailing offices.

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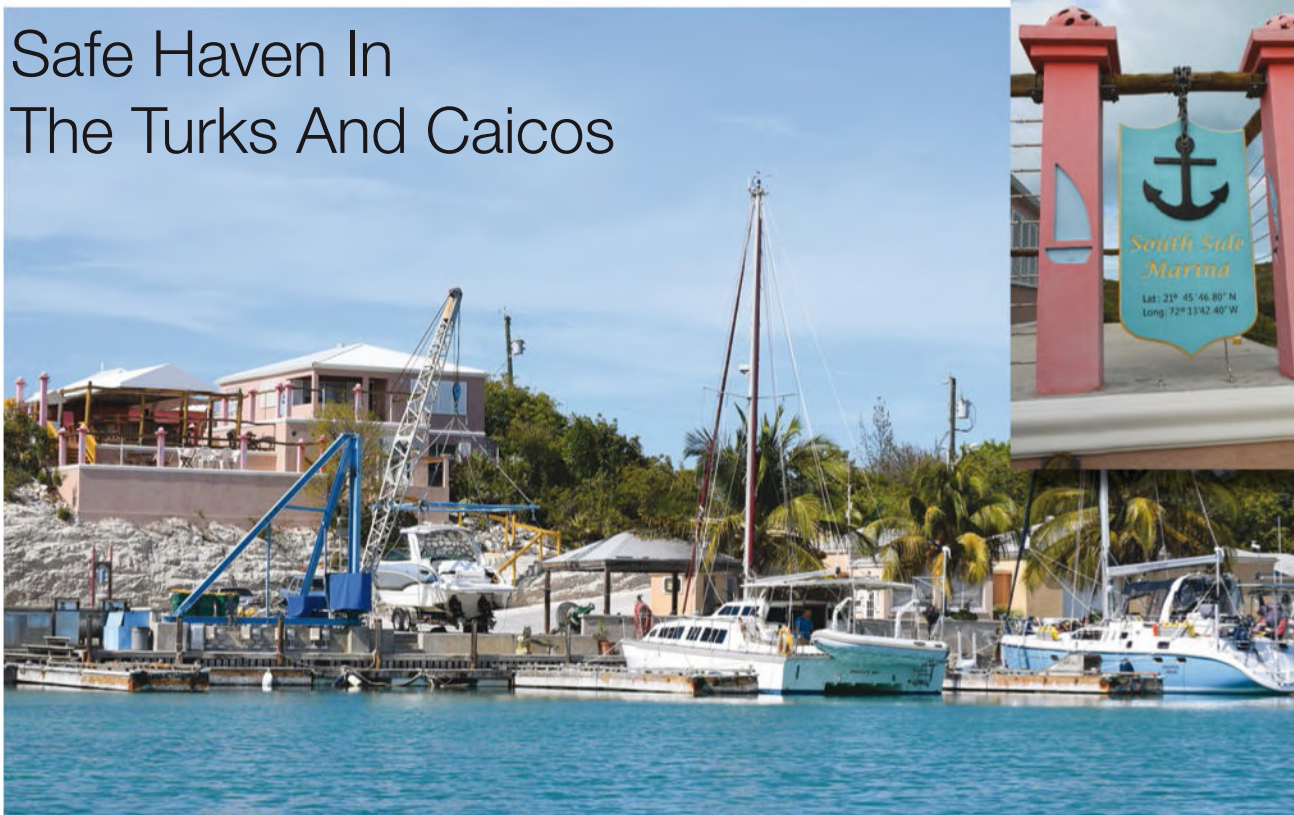
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Providenciales, Turks and Caicos offers a few good spots to do this in but there is none better than South Side Marina located on the Caicos Banks, Providenciales. At 21.45.468 N / 72.13.424W you have easy direct access from either South Caicos (ap-

South Side Marina's Bob Pratt



proximately 45 miles) or French Cay (approximately 16 miles) as you make your way across the Caicos Banks. The preferred routes are clearly marked on all updated charts and chartplotters.

A word of advice here is to make this passage across the banks in daylight hours—you should have seven to eight feet of water coming in from South Caicos and eight to 11 feet of water coming in from French Cay. These waters are huge breeding grounds for conch and I am told by locals that the islands pull over 6,000 conch a week from the banks. One other note, about the beauty of the Caicos Banks, in a recent interview with a retired astronaut (who now keeps a home on the island), he said there were three features that stood out the most when orbiting around the globe in the space shuttle. One was manmade, two were natural. The manmade one was the Great Wall of China, the two natural ones were the Sahara Desert and the Caicos Banks!

South Side Marina is owned and was developed by Bob Pratt. Their motto

is “managed by cruisers, for cruisers” and they live up to it all stay long. Bob has been a resident of Providenciales for over 40 years and was one of the first expats to settle here. English by birth, Canadian by upbringing and a former manager of large hotels in the Bahamas, he is a font of knowledge about the area's history, its people, customs and places to go. Bob is also a central point for clearing in and out of Customs and Immigrations. You do not have to leave the marina to accomplish this very important step, they will come to you.

South Side Marina is a full service marina with fuel, gas, laundry, garbage disposal, free WiFi, showers, ice, 30 and 50 amp shore power as well as RO Water. It is a small marina with only 20 or so slips and marina depth is 10 feet. It is a pet friendly marina as well—with two resident dogs, Effie and Gemma, to greet you and your pet upon arrival. Close by is an IGA Supermarket, NAPA Auto Parts and hardware stores. Also, Bob does a daily run up to the IGA Supermarket

and anyone is welcome to ride along. There is a local car rental facility that will drop a car off for you and pick it up upon your departure. They offer bicycles, scooters, cars, mini vans and more. Again, Bob can arrange all of that for you. The Providenciales International Airport is only five miles away and offers many flight options to the U.S. and Canada. South Side Marina is also home port for several of the island's dive companies, offering trips daily to some of the world's clearest most pristine dive sites.

On top of all of that, Bob has recently opened Bob's Bar—a very open and airy location atop the hill that has spectacular views of the Caicos Banks and beautiful sunsets. Bob also built a full size regulation bocce court off the bar. On Wednesday nights at 1730 hours he hosts an island potluck dinner, where anybody is free to participate. You will not be disappointed!

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Powering towards Bermuda
Marion-Bermuda 2013

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Marion to Bermuda Race 2015

founded in 1977 and runs every other year and in alternate years to the Newport to Bermuda Race. The Marion to Bermuda Race was founded for offshore sailors and racers who didn't want to compete in the extremely competitive Newport race. It is intended to be a fun family oriented event that stresses good seamanship, fellowship and the classic skills of blue water sailing. As part of that tradition, the race offers a celestial navigation category for crews who want to switch off their electronics and find their way to Bermuda using only the sun, moon and stars.

The first 24 hours saw the fleet making good progress along the rhumbline to Bermuda. The scratch boat in class A, *Mischievous*, sailed by students at Massachusetts Maritime Academy,

The twentieth running of the Marion to Bermuda Race got underway on Friday, June 19 with a fair southerly breeze and clear skies. Off Marion, Massachusetts, 45 boats crossed the starting line in four classes and sailed through the afternoon chop on Buzzard's Bay.

Ahead of the fleet lay the 645 mile

course to Bermuda and the prospect of some heavy weather when they got to the Gulf Stream. Tropical Storm Bill had been downgraded to a gale but the system still had a lot of energy in it and this was to be compounded by a cold front sagging across the route from the northwest.

The Marion to Bermuda race was



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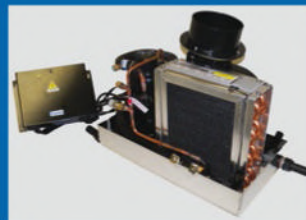
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knocked off 200 miles while the boats at the back of the fleet in Class D saw daily runs of 130 to 160 miles.

Sunday dawned with the wind forecast to build all afternoon. But no one's mind was focused on the weather. That morning the race committee announced that the previous evening Bill Fasnacht, a crew aboard the yacht *Legacy V*, had collapsed and died. The news stunned the fleet. And, *Legacy V* turned around and sadly sailed back to the mainland.

By Sunday afternoon the fleet was approaching the northern wall of the Gulf Stream and the wind was building. Two boats suffered gear damage and had to retire. The rest reefed down hard and sailed on. Wind speeds of 30 knots were recorded throughout the fleet and occasional gusts of 50 knots were reported. The seas in the Stream

rose to nine-meter heights and crests were breaking.

As fast as it had come, the remnants of Bill trundled off to the northeast leaving the fleet with a clearing westerly breeze and the wind over their shoulders. By Monday morning the fleet was plain sailing. *Mischievous* was making 10 knots down the rhumbline and the smaller boats at the back were holding their own.

At 1849 on Monday evening, *Mischievous* crossed the finish line, just over three days from Marion. It was a great run. The rest of Class A filled in behind them and soon it was clear that *Margalo*, skippered by Chip Johns, would take class honors on corrected time.

Class B had a very competitive fleet but the young midshipmen from the U.S. Naval Academy,

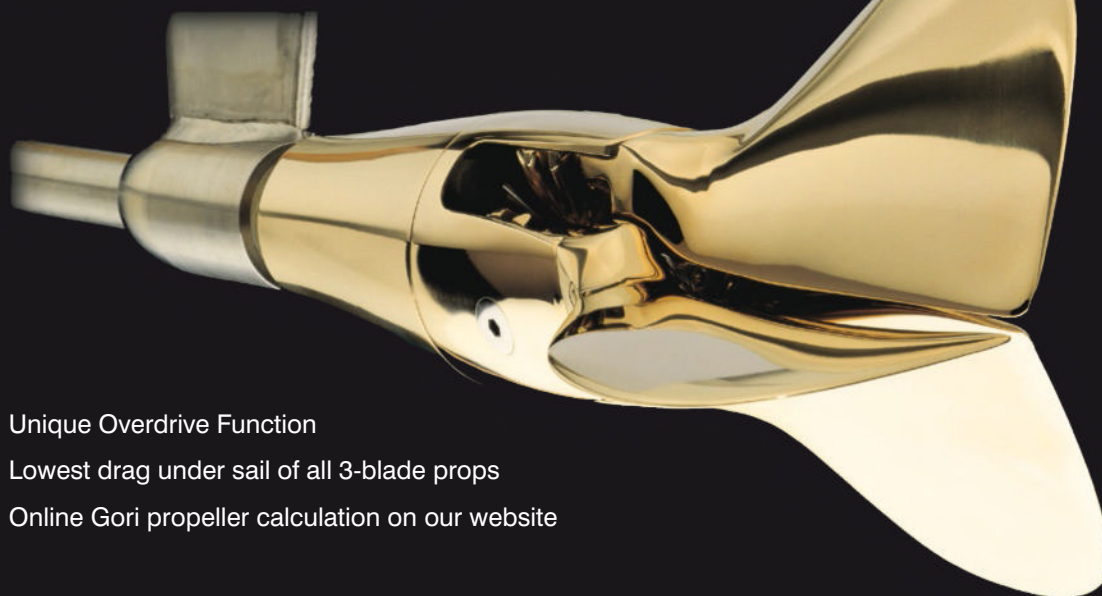
sailing three Navy sloops, finished first, second and third.

In Class C, *Silhouette*, a Cherubini 44, sailed well above her rating and not only took class line honors but also won on corrected time.

In the end, the Twentieth running of the Marion to Bermuda Race belonged to a somewhat elderly, 36-foot Alden sloop named *Ti* which was sailing in Class D and in both the Family Crew and Celestial Navigation categories. She won her class by just four minutes and swept the whole fleet on corrected time.

While there was sadness following the loss of a crewmember and the stress of facing a tropical gale in the Gulf Stream, the fleet celebrated heartily in Bermuda. In the end, the camaraderie of the race is what makes it special. **BWS**

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Salty Dawg Rally Announces Fall 2015 Seminar Series

objectives are to further sailors' knowledge and skills for safe offshore blue water passages, and to better experience the joys of long term cruising.

Although these seminars are free to all participants, Salty Dawg participants as well as any other interested blue water sailors, the Newport and Annapolis seminars require reservations due to limited seating. To reserve a seat contact linda@saltydawgrally.org.

The series kicks off with a day of free seminars at The Edward King House in Newport, RI on Wednesday, September 16, 2015, the day before the start of the Newport International Boat Show. This is the first seminar program hosted by the Salty Dawg Rally in Newport. The historic

Edward King House is located at 33 King Street, close to the Tennis World Hall of Fame.

The Newport seminars are sponsored by Dufour Yachts and Northpoint Yacht Sales. Talks will be offered on topics valuable to cruisers, including blue water passage preparations by George Day, publisher of *Blue Water Sailing* and *Multihulls Quarterly*, bottom paint selection and characteristics by Mark Andres of Sea Hawk Paint, offshore sail repairs by Dave Flynn of Quantum Sails, selection and performance of different types of sailing lines by Skip Yale of Bainbridge, steering and pump systems by Will Keene of Edson International, and selection and care of emergency equipment by Jim Connors of LRSE.

Next in the Salty Dawg series is a full day of free seminars at Mears Pavilion

The Salty Dawg Rally (SDR), a cruising rally that has quickly grown to be the most popular of its kind on the U.S. East Coast, has announced the Fall 2015 seminar schedule. According to Bill & Linda Knowles, co-founders of the Salty Dawg Rally, this is the largest and most comprehensive agenda of seminars offered by the SDR. Seminars will be held at the major sailboat shows in Newport and Annapolis, and in Hampton, Virginia prior to the departure of the Salty Dawg fleet to the Caribbean. The seminar series



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in Annapolis, Maryland on Wednesday, October 7, 2015, the day before the United States Sailboat Show. The pavilion is located at Mears Marina, 519 Chester Avenue, in the Eastport neighborhood of Annapolis. As with the Newport seminars, the Annapolis seminars are sponsored by Dufour Yachts and Northpoint Yacht Sales. Talks will be offered on a broad range of topics of interest to offshore sailors, including offshore sail repairs by Dave Flynn of Quantum, bottom paint selection and characteristics by Mark Andres of Sea Hawk Paint, offshore communications including use of SSB and Sat Phone, interpreting weather routing by Chris Parker, offshore cooking with a pressure cooker by Joan Conover, steering and pump systems by Will Keene of Edson

International, characteristics and uses of various lines by Skip Yale of Bainbridge, identification of rigging issues by Steve Madden of M Yachts, and offshore boat preparation and communications by Lt. Commander Eddie Lesane, USCG.

Last in the series of Salty Dawg Rally hosted seminars are the talks and demonstrations that take place over five days prior to departure of the Salty Dawgs from Hampton, Virginia to the Caribbean. These begin on October 27 and run through October 31, 2015. The talks and demonstrations will cover a range of topics, including joining the Seven Seas Cruising Association and the Ocean Cruising Club, identifying rigging issues, offshore cooking with a pressure cooker, blue water sail trim and emergency sail repairs, fitting and tuning electron-

ics and SSB systems, experience of a freighter's rescue of a sailing crew, offshore medical emergencies, weather briefings and Gulf Stream report by Chris Parker, offshore boat preparation and emergencies, B.V.I. Customs and Immigration protocols, and B.V.I. provisioning, cruising and SDR activities.

The Salty Dawg Rally, founded by cruising enthusiasts Bill & Linda Knowles of Bristol, Rhode Island, is a U.S. tax-exempt nonprofit organization 501(c)(3). It is comprised of blue water sailors who have completed at least one offshore passage. The rally leaves Hampton, Virginia and other U.S. East Coast ports in the fall, headed for the British Virgin Islands (B.V.I.) and other ports in the Caribbean, and returns in the spring. For more information log on to: www.saltydawgrally.org. **BWS**

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Heading Back To Sea

It's a familiar theme, but as with all long distance passages, there are—and will be—vast differences.

It's early June and another transatlantic passage is about to unfold, this one aboard *Moondance*, a beautifully maintained Swan 56. For me, it's my 40th transat; for the seven others on the crew, it's their first. Those details, however, can be hugely misleading and largely insignificant when compared to the myriad other details that have been and will be addressed prior to and throughout the passage. Each member of the team is accomplished in a wide variety of endeavors, and most have previously sailed offshore. As with any passage, before anyone is able to enjoy the offshore sunsets from the cockpit, there are numerous pre-departure details to address. Preparation can be a daunting task especially if you're not familiar with the process, and regardless of how much experience one has, it should never be shortchanged.

Long ago, I heard it said that the sea will find any weakness. I've also heard it said that if I stay in sailing long enough and cover enough miles,

everything that can go wrong, will go wrong. Good preparation is an effort to disprove that last statement. Well-orchestrated preparation is no less a thing of beauty than a properly equipped and managed vessel at sea. The preparation is, in fact, the rebirth of that potential, and Michael, the owner, has done a magnificent job of orchestrating that rebirth.

DELEGATING TASKS

The conception of that rebirth begins with the creation of job lists. The more complete and well organized those lists, the more complete and well-organized the preparation can be. As one prepares a boat, the first task is to formulate the "ideal" and most complete list of tasks that one would like to accomplish on the vessel prior to her first use. Later, additional tasks may occur to someone, but if the job list is kept on file in a computer, the list can be easily modified, and the most complete version can be saved for future reference.

The list should not only be a listing of tasks or tools, but it should also have space reserved for noting who is responsible for the completion of the task and a space for noting the date on which that task has been completed.

Aboard *Moondance*, Michael and his captain, Charles as well as Andy the yard manager and I exchanged lists to make sure that all details were addressed months in advance of our intended departure date. Time was a luxury that we had, thanks in large measure to early decisions and adequate lead time to accomplish the many tasks. Rudder bearings were inspected and replaced during the winter. Safety equipment was checked out, and individuals were assigned areas of responsibility so individual preparation could begin early, as well.

To make it easier to formulate the list as well as delegate various areas of responsibility, the general master work list can be broken down into specific areas. These areas should include: "Navigation", "Electrical", "Mechani-



Liz & Cam, Bill in the back, Matt, Jacqueline, Michael, Tom in the back and Dana.

photos by Laurie Warner



It all looks a little crazy in the beginning!

cal", "Structural", "Rigging", "Sails", "Winches/Deck Hardware", "Safety", "Provisions", "Miscellaneous", and "Tool Inventory". Naturally, different vessels will have different requirements. Powerboat owners wouldn't have much use for a job list that included sail repairs, but they might feel the need to break down the "Mechanical" list into smaller categories that included "Refrigeration", "Main Engine", "Generator", etc. Similarly, some racing boat owners might want to break down the Tool Inventory list into: "Tools Onboard During Races", "Tools Onboard For Casual Cruising and General Maintenance", and "Tools In The Container/Van".

The initial list should be as detailed as possible. By making a detailed list, it will be easier to determine whether

something has been accomplished, and fewer tasks will be over-looked. By creating and keeping a "master list" that includes most of the jobs you would ever want to do, next year's tasks of decommissioning and recommissioning will be greatly simplified. As new jobs occur to you, add them to the master. A great help has been to go through the list with the crew and get their aid in creating the original list as well as executing many of the necessary tasks. Determine who is responsible for the completion of a particular task or area of tasks and get their estimate of a completion date.

While having a very complete list of tasks, tools and repair kits is a good start, you will need to prioritize which items fit into one of several categories. Which things do you



Studying maps at home in February.
L-R Cam, Michael, Tom, Jacqueline & Liz.



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Bill at nav station

"Need To Do/Have", "Would Like to Do/Have", "Can Easily be Deferred". You may want to add an extra 50 feet of chain to the 200 feet you already have, but if you're cruising in shallow water this year, you may be able to defer that to a later date. Similarly, having all of the tools to complete all of the tasks that you're likely to encounter can be convenient, but if you're sailing short distances between well-served ports, you may be able to reduce your tool inventory and use your resources elsewhere.

Some jobs may be best left to the yard to perform. Someone on the crew may not be equipped to perform a major engine overhaul or replacement, as an example. The owner or skip-

per should go through the work list, determine which jobs are to be done "in-house" by the crew, which are to be done by the yard, and which are to be performed by outside contractors. The cost for each job is estimated, and, following consideration by the owner, priorities are established and the list is confirmed. After deciding on the final work list, the work can be appropriately delegated and begun in a suitable schedule.

Any owner will only want to deal with a reputable yard, performing their tasks in a businesslike manner. And, as such, the yard is expected to make a reasonable profit on the work they undertake. But it's up to the owner or his representative to make

Dana, Bill and Tom organizing the deck





informed comparisons prior to making a commitment to commence the work. The relationship between the vessel's owner and the yard need not and should not be confrontational; both have the same goal of improving the vessel throughout its preparation. But a clear understanding of duties and obligations by both parties put in writing prior to starting work will go a long way in avoiding misunderstandings that are in no one's best interests. It should also be understood that changes in the list of jobs to be performed by the yard will most probably also imply a change to the charges. Aboard *Moondance* we were fortunate to deal with Jamestown Boat Yard, qualified and experienced with numerous Swans. Andy, their yard manager has overseen construction and a vast number of refits, and he is friendly and trusted by all involved.

Whether the jobs are to be performed by members of the crew, the

yard or outside contractors, proper scheduling and adequate lead time needs to be allocated for ordering parts and completing pivotal jobs. If it's desired to have your boat ready by mid-May and someone begins to check out the prop after the first week in May to see if it needs to be replaced or reconditioned, discovering a problem could easily throw the schedule back several weeks.

Well-organized and executed preparation is a thing of beauty: A choreography of people and tasks. At the end of it the boat is the winner, and the people involved can be justly proud. Within a few days the crew will soon be ready to enjoy this summer's mid-Atlantic sunsets, and we will be prepared to safely face the inevitable rough days onboard *Moondance*. Hopefully the fruits of our preparations will be that the sea finds no weaknesses. We'll know more next month. **BWS**



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The Galley Guide: Cooking Underway

There is nothing like a hot meal at the end of a hard day of sailing, especially on passage.

It is not always easy or comfortable, but no matter how long we are at sea or how bad the conditions are I try to serve at least one hot bowl a day. It takes a bit of water under the keel to understand how both you and the galley work while sailing. But whether you are planning a three day or three week passage, the strategies for cooking and serving hot meals at sea are the same.



BE PREPARED

Passages require planning, and part of that preparation should be a meal plan. You need to know approximately how long you'll be at sea, how many crew will be on board and any dietary requirements or allergies. Armed with this information, you can plan and provision for the trip.

Whether you're coastal cruising or doing blue water passages it is helpful to know what kind of conditions you can expect. Not even the meteorologist is right all the time but gathering the forecast, the predicted wind, seas, tides and general topography of where you're sailing will give you some indication of what to anticipate.

I always take advantage of time in port before departure to cook a few meals for the passage. Knowing that the boat will be in motion, I make food that can be served in a bowl and eaten with a single utensil. This saves on spills, but more importantly, always leaves a hand free to brace and steady yourself as you move about the boat.

This doesn't mean that food has to

be boring, it just has to be practical. A hearty stew, meatballs that can be heaped over rice, a sweet and sour stir fry that can be served over quick cooking noodles and a flavor-packed vegetarian curry are all meals I have cooked ahead of time for passage. Ingredients are diced into bite-sized chunks and nothing requires a knife or is too saucy. When the sea is particularly boisterous, I serve in sturdy plastic containers that have positive locking lids. Since we most often eat in the cockpit, a tight cover keeps the food hot and transportation easy. And if a crew member has to put dinner down to make a course adjustment or grind a winch there is no need to be worried about it sliding out of the bowl and making a mess.

A vacuum packer is an invaluable tool for pre-passage cooking. Properly sealed and free from air, food will keep without spoiling for several days, buying you more time in the fridge and less time in front of a moving stove. I like to keep a couple of aces in my apron pocket on long passages, in case con-

ditions deteriorate and standing beside an open pot becomes precarious. Vacuum bags can be frozen, boiled, and even put in a pressure cooker. A precooked and vacuum packed main meal can be heated in the bag in the five minutes it takes to cook rice or potatoes in a pressure cooker. This means you can squirrel away meals for those rough days when wrapping your hands around a steaming hot bowl at dinner time is as much a balm for the soul as energy for a weary body.

With the meals for the first night or two already prepared, you will be able to acclimatize to the motion of the boat underway, this is especially important if you haven't been at sea for a while or suffer from sea sickness. Planning ahead and giving yourself this much needed break could mean the difference between nourishing your body and feeding the fishes.

CHOOSE THE RIGHT INGREDIENTS

While underway my galley is stripped down to its basic elements.



Stowed are the six varieties of hot sauce that regularly populate the countertop, and gone is the random dirty dish that always seems to be left in the sink. There is nothing left out that could become a potential projectile and nothing is hastily shoved out of sight so that it will tumble out when a cupboard is opened at sea. The galley becomes pure of function.

A gimballed stove with good fitting rails and fiddles is your best friend when it comes to cooking underway. This allows for the cooking surface to stay flat when the boat heels and the pots to stay securely on the stove top if the boat rolls unexpectedly. If you have a new model boat or stove, these two things come standard. But if you're like me and have a stove that is no longer in production, you might have to think outside the pot, so to speak, to make the stove a safer place to be underway. I've scrounged fiddles from abandoned stoves in boatyards until I had



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a mismatched set that was up to the task and had a lock installed on the oven door and the railings modified. These changes have made a tremendous difference; I can now momentarily step away from the stove without worrying about getting injured when a pot slips off the burner or being victim of a phantom food fight. Invest

the time, and if necessary money, to make your stove a functioning piece of equipment at sea. It will make cooking easier and safer.

Standing in front of a hot stove, concentrating on the task at hand while the boat heaves and pitches, can make even the heartiest sailor feel a little ill. To cut down on time in the galley I use a pressure cooker most of the time I cook underway. Dinner is ready in record time and with its securely locking lid it ensures that the meal will end up in the bowl not on the floor. But one-pot-wonders can get boring and sometimes a standard pot or frying pan is called for. Choosing a pot that is a little larger than necessary gives food plenty of room to slop around without jumping out of the pan, and making sure pots and pans used at sea have properly fitted lids and heat proof handles will reduce risk of accidental burns or scalds.

FOLLOW THE RECIPE

The stove may be gimballed but the countertops are not, which can make even the easiest dinner prep a difficult activity. When working down below stand with your feet wide, this will give you better balance and stability. Work slowly and with the rhythm of the boat, and never leave cupboards doors ajar or drawers open, it only takes one mistimed wave to empty the shelves and create a huge mess.

When doing dinner prep, have all the necessary tools, bowls and pots at hand and secured, either with rubber feet or on a piece of non-skid. Knives are a necessity in any galley but

can easily become a serious hazard if left on a countertop while sailing. A great way to secure knives is with a magnetic knife strip. Mounted on a bulkhead it will not only protect your blades but will keep even heavy knives secure at sea. When you're up to your elbows and you're running out of counter space don't forget about the galley sink. It is a great catch all and quick way to secure dirty dishes, a hot pot or a sharp knife.

If the movement of the boat is too erratic, clean a space on the floor and work sitting down. Or take a small cutting board and paring knife out to the cockpit while on watch and do all the chopping and slicing *al fresco*, scraps can get tossed directly overboard, sea water can be used for cleanup and fresh air prevents feelings of sickness. Don't forget that heaving to is also an option, giving you a break to cook and eat. Cooking underway is not a timed event, nor is it a solo sport, so divide the work load, don't rush and ease the stress come meal time.

SAFETY FIRST

Sometimes it feels like cooking underway requires four hands; two to deal with the meal and two more to keep stable and upright. The standard "U-shaped" galley was designed to be practical, not necessarily spacious. With everything within arm's reach and lots of places to brace yourself, most galleys are pretty comfortable. That said, designers are not always users, so if you are constantly reaching for a handhold that is not there, install one. Mine doubles as a place to hang a dish towel.

Cutting pieces of non-skid to fit countertops is a common sense way to keep dishes and cutlery from flying around the cabin. Having a mat in the galley that will stay dry and has traction will keep you on your feet and hopefully free of bruises. Some people like to use a galley strap, a type of support that hugs the waist and is clipped to a strong point near the stove. Although I can see the attraction since they prevent



you from falling over, they also limit movement. If a pot decides to leap off the stove and you are tethered close to it, you may not be able to move out of harm's way. In that situation you wouldn't just be left with egg on your face, you could suffer serious burns and medical help is most likely several days away.

When I cooked professionally on yachts, I was constantly reminded that the galley was one of the biggest fire hazards on the vessel. A small sailboat is no different, so make general safety checks part of the regular routine. Inspect gas hoses that run through compartments and behind the stove for signs of chafe every couple of months. This is especially important if the unit is gimballed and used underway often. Install fire extinguishers in easy to reach places and make sure everyone onboard is familiar with how to use them. And a fire blanket is an inexpensive but extremely effective

FIVE HOT TIPS

●●● If it looks like you're in for some bad weather take the opportunity before conditions get too uncomfortable to cook a meal or two; it is easier to reheat leftovers when it is rough then make a meal from scratch.

●●● Instant noodles are great in a pinch, but ditch the chemical laden flavor pack. Instead use a MSG free stock cube or some miso soup broth, add some thinly sliced veggies and leftover meat or tofu and you've got a healthy, hot meal ready in minutes!

●●● Pasta can be pre-cooked. Simply cook al dente, drain and rinse with fresh water and drain again. Toss lightly in oil and store in an air tight container in the fridge. To serve pour boiling water over cooked noodles to reheat.

●●● A hot breakfast is quick and easy. Instant oatmeal with fruit preserves or instant grits with a hardboiled egg, (I always keep a half a dozen in the fridge on passage).

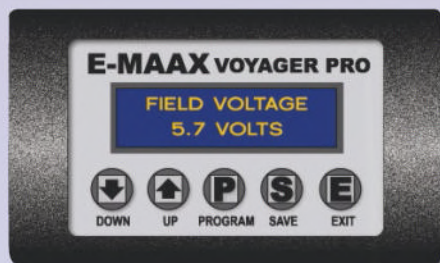
●●● To avoid spills and make the morning easy store sugar, instant coffee and hot chocolate in squeeze bottles. And when you boil the kettle make sure to fill a thermos so you can have hot drinks later without lighting the stove.

way to douse accidental flare-ups.

Cooking underway involves open flame burners, sharp knives, pots of scalding hot liquids and unpredictable seas, but that doesn't mean it is a recipe for disaster. With a well-appointed galley, some pre-passage planning and a safety conscious cook, everyone can enjoy healthy, hot meals at sea. **BWS**

Heather Francis is from Nova Scotia, Canada and for over a decade has worked and lived on boats throughout the world. In 2008 she and Steve, her Aussie partner, bought Kate, a Newport 41', and have been sailing ever since. They are planning to do a lap around the planet, albeit slowly. To follow their adventures log onto www.yachtkate.com

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Cruising in Cuba, Part 2



CUBISM: It's Complicated



Six hundred miles long, with 2,000 miles of coastline, Cuba dominates the Caribbean from Hispaniola to Yucatán. Her labyrinthine south side can be as complicated to navigate as her cruising regulations but, as they say in Spanish, *vale la pena*. It's worth the trouble. **By Christine Myers**

We were 200 miles west of Santiago de Cuba and 200 miles east of Cienfuegos with a norther coming. Our best course was to make for the Ana Maria Gulf. The Gulf's mesmerizingly clear, shallow water covered a plateau that spanned

next, 300; a few minutes later, 30. Then came single digits and a color change that sent the watch scrambling to the bow to look for coral.

We found excellent shelter at Cayo Algodón Grande, but it had been days since we had working internet. Our cruising guide mentioned a floating hotel just south of us, in the Jardines de la Reina national marine park,

most of Cuba's southern coast. Offshore, the Cayman Trench was so deep that we barely noticed crossing an escarpment mere thousands of feet high. Then, one minute we were in 3,000 feet; the

that was rumored to have Wi-Fi. A few hours later we were aground in the Jardines at Avalon Tortuga. We had learned the hard way that our charts were based on mean water—not mean low water—and from then on mentally adjusted depths by two feet.

Avalon was a Cuban-Italian diving-and-fishing operation that featured two liveaboard dive boats and an oil platform repurposed into a floating hotel. The archipelago's pristine reefs had been called incomparable by the fortunate few who had seen them. The only foreigners there were either Avalon's clients or cruisers; only Cubans were allowed to work for Avalon.

Sergio, the diver-in-charge, greeted us in effusive English. Like other Cubans, he seemed happy about the prospect of more American tourists. "You are a pioneer! The first American

boat to visit Avalon.”

That welcome left me feeling small when I asked about Wi-Fi. Wi-Fi 50 miles from the ‘mainland’ Cuba might be available, he told us, though payment wasn’t possible.

“The hotel and diving operations are strictly all-inclusive, pre-paid packages. We have no way to charge for even a mojito. And the clientèle come here expecting privacy.”

He said it without apology or irony, in the pleasant, matter-of-fact way that Cubans explained rules. Sometimes you simply had to escape the paparazzi. What better place than Socialist Cuba? If we were discreet, waiting until the esteemed guests left on a dive, we were welcome to see whether Wi-Fi was working.

It wasn’t.

With hours to kill before high tide, my crew cadged a dive with Caribbean Silky sharks while I chatted with the dive boat driver. Like the majority of Cubans, Walberto was well-educated—a graduate of the Marine Institute—and like most of them, underemployed. He gave me the party line on tourism: when the Americans come, everyone will be better off. *But Americans are the largest group of tourists already*, I wanted to tell him.

When our diver surfaced he pronounced his dive the best of his life. As a thank you, we copied a dozen movies onto a flash drive for the staff to enjoy

in their isolated quarters, then made for deeper water.

Cayo Bretón lay between offshore lobster and fish-processing stations. A patched, concrete fishing boat suggested a better anchorage and later returned to see whether we wanted

notebooks for food. Cubans weren’t allowed to eat lobster—a source of significant hard currency—so, as long as a fisherman met his quota, he could dispose of extra merchandise.

Could this be construed as trading with the enemy? With Cuba

Trading, sharing or just plain giving had become the Cuban way of life

fish or one of a half-dozen massive lobsters. Trading, sharing or just plain giving had become the Cuban way of life. Cruisers routinely reported swapping clothes or shampoo or school

off the list of countries that sponsored terrorism and two embassies set to open any day, I thought not.

They didn’t want cash. One said bluntly, “What would we do here with money?”

Bienvenidos (Cuba) Socialista. For years this sign, *Welcome to Socialist Cuba*, has greeted cruisers and tankers navigating the estrecho.



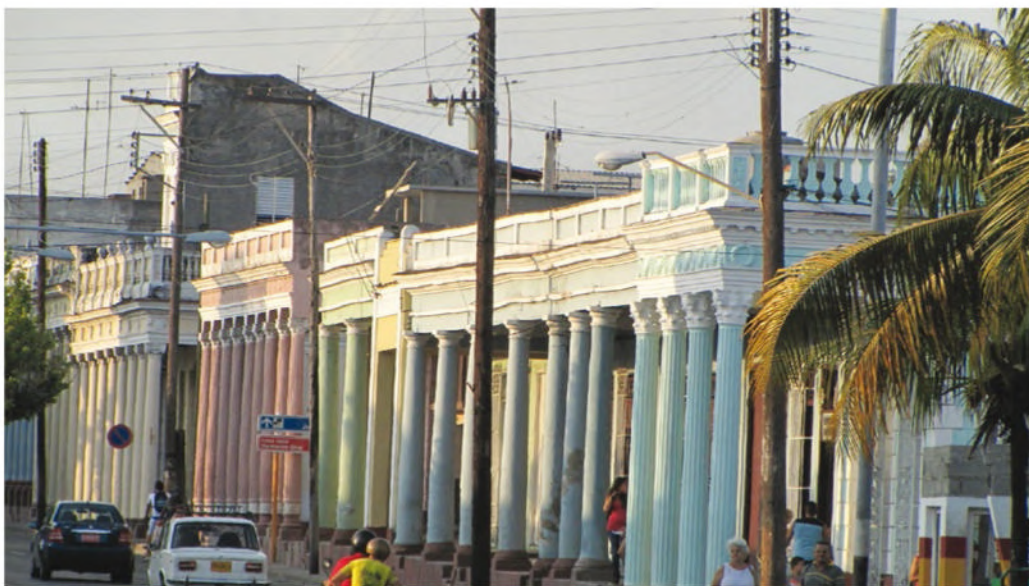
Pablo, captain of a Marlin tour boat, waves on his way to work in the Cienfuegos harbor. Bicycles are more common than automobiles for transportation.





This page; Parque José Martí, a statue of the Cuban hero dominates the plaza at the heart of Cienfuegos, a UNESCO world heritage site for its urban planning. Opposite page, top; pastel paint enlivens the neoclassical buildings that line the Prada—Cienfuegos' Malecon—between the marina and the city. Opposite page, bottom; the street entrance gives visitors a glimpse of the 1820s elegance of a Cienfuegos home—now divided into apartments—where friends keep company while selling odds and ends, from shoes to hardware.





They couldn't say what they wanted in exchange, exactly. It was as though they couldn't gauge value in monetary terms, or were unaware of how many different material goods we had aboard. They accepted eyeglasses, soap, razors and fishhooks, but left me thinking they could have used anything.

The last 100 miles to Cienfuegos saw us on a broad reach with 18 knots of wind, moving to beam reach close to mountain breezes. The entrance would have been impossible to miss even without a lighthouse: triple day marks and leading lights to the channel, channel marker, buoys and more day marks. Halfway down the channel we came across Cienfuegos' famous welcome sign. Only a shadow of 'Cuba' peeked between *Bienvenidos* and *Socialista*, like a placeholder awaiting the painters' next move.

A series of well-lit buoys routinely guided oil tankers to Cienfuegos, which we reached in darkness. Two uniformed Guarda Frontera officers dinghied out to show us where to drop the hook in a crowded anchorage. They brought more rules. Show a light at anchor and stow the dinghy on the boat every night. In the background a trumpet solo from a nearby hotel waivered a welcome across the hot Cuban night.

Cienfuegos was an international port, meaning one equipped for full international check-in and-out procedures. We were traveling on a domestic despacho, but officials treated

our arrival like an international one. The issue was that when a boat on the south side was out of Cuban officials' sight for a week or more, they had no real way to know whether it had detoured to Jamaica or Grand Cayman. Thus, contraband—particularly drugs—was always a possibility.

Customs arrived in the morning with a pair of polite Springer Spaniels who sniffed dutifully but fruitlessly. A very young IT guy eagerly read my SSB emails. After they finished, we would all be best friends again, as long as we followed the rules.

Whenever we passed customs on the way to and from visiting friends on the dock, or from the fuel dock, customs was obligated to inspect grocery bags or spare parts or, in case of a crew change, luggage. After being without power for 24 hours, I took my computer ashore to charge it and was questioned by a polite, professional, reasonable officer who then sent me on my way.

With rules, everyone knew where they stood. Dinghies were to be dragged up the beach and tied off to a chain in front of the customs office. Ordinary Cubans could not pass the gate that led to the docks. Officials could recommend (state-run) restaurants and hotels, tell you the actual cost of a *collectivo* to the Havana airport (15 CUC, but the drivers wouldn't take a foreigner for less than 20), where to extend a visa and what rules pertained to what vessel,

but not a peep about "unofficial" items.

The guards were the guys to ask about eggs, propane and laundry, but they were competing with the *jinoteros* just outside the marina. Anyone you asked would try to help you, partly because they cared and partly because with profits of 5 or 10 CUC to be made, there was a lot at stake:

a week or two's salary. When I tipped a waitress a bar of baby soap, I thought she was going to kiss me.

We asked the dockmaster what had happened to the marina dock space. The government was in charge of both Cienfuegos's marina and charter operations. Charters had tripled in the past two years, he told us. Catamarans that accommodated eight to twelve guests, with or without crew, commanded €2,500 - €5,000 per week, and business was booming.

"We could expand indefinitely," said the local representative of Platten sailing, a German joint venture.

Alboran from Spain reported the same boom; there was even a French





The all-pedestrian 'shopping' street, Avenida 54, leads from the Prada to Parque José Martí as well as nearby CUC stores, ETECSA and the market.

group now. It was clear which was more lucrative; the state had leased or sold most of its space to charter operations.

For the dozen or so boats waiting for a slip, that was bad news. The marina director showed me a newspaper article about the five-year plan for Cienfuegos that included an expanded marina, a hotel and condominiums. When I mentioned the expansion to other employees I got an eye roll or a blank look. You couldn't get in trouble for a look.

It was a cool 80 degrees when we set off to look for internet again. We had two choices, food or email? No question.

A five-minute walk past a produce stand and a butcher, then a shortcut through a park full of sixties statuary, took us to what guidebooks unfailingly called the "Soviet-style" Hotel Jagua.

Business was booming there, too. Korean-built buses parked four deep let off tour groups named Smithsonian, Bar Association, Temple Beth-El and Southern Baptist Convention. The hotel had internet but not Wi-Fi; only three old, slow computers.

Ay, *mi amor*, the receptionist said. They were out of 4.50 CUC cards. Reversing course, we headed down the Prada, alongside pastel columns and mini-parks, toward the architectural mishmash of past and further-past that was Cienfuegos.

On the left side of the street, early 19th Century palaces; on the right, *El Rapido* and fifties bumper cars. Old men playing chess to the left; touts looking for TripAdvisor stars to the right. Outside the Teatro Terry Thomas, where locals gathered after 10 to dance to *son* and *rumba* bands, a group of school-children lined up to see a play.

At ETECSA (the phone company) they had internet cards but the power



Above left; produce in the nearly empty agropecuario, where Cubans sell 'excess' produce and homemade products to tourists and restaurants, above right; foreigners can buy all the beef they want, but it's priced in CUCs and expensive, below; the hometown of Benny Moré abounds in live music. These musicians play at Doña Nora, a private restaurant in a restored neoclassical setting.





Once an ultra-modern hotel-casino run by Batista's brother, the state-run Hotel Jagua now caters to North American and European tour groups. It sometimes sells phone cards to use its public internet connection, which sometimes works. The music is always good.

was out. No one knew why. There was a long line. I sighed. *¿Quien es la última?*

On Tuesday the *agropecuario* provided relief from already-blazing heat. Concrete blocks balanced dozens of boards where sellers displayed their “extra” produce in neat piles. Congregations of fresh-picked fruit—huge, rosy *fruta bomba*, guavas, tiny bananas and perfect pineapples—kept company with *malanga* (taro family), *boniato* (sweet potato), and those essentials of Cuban *sofrito*, sweet *cachucha* peppers (that looked like scalding scotch bonnet) and *culantro*. Everyday

slices of pumpkin and handfuls of dried beans here, freshly shredded coconut there. In one corner, Havana Club bottles held honey, vinegar, and homemade liqueurs. Directly across from it, beef, pork, chicken and rabbit.

Cubans were selling, not buying. Even rock-bottom prices were too spendy for a \$20 per month budget. Sellers didn't compete with each other over prices, only quality. Bright, tired-looking women brushed stray hair away and explained how to cook the strange vegetables while handsome men kissed their fingers—*rico*—to

show how good the recipe was. They crowded, asking did I like President Obama and wasn't it great that American tourists would come soon. Looking around the empty market, I thought, *Maybe. At least for their sake.*

The only item to haggle over was eggs. It was a seller's market. After we reached an impasse at 5 CUC the vendor asked, “Do you have a Spanish-English *diccionario*?”

“Maybe.”

“Okay.” He smiled broadly. “I will trade you. After you bring it, eggs for you are only 3 CUC.”

“Deal.” I headed boatward to look for the dictionary.

On the touristy route down a pedestrian-only street, black telephone booths like salon hair dryers waited outside government stores that sometimes sold eggs and always cheap, fine rum. A bici-taxi followed me, offering relief for my sweaty lugging of groceries. I paid him in earbuds instead of cash.

An anonymous person stopped me before I reached my dinghy to ask for a certain broken piece of equipment. I obliged. The next day, I received the yogurt starter I had been looking for. I was getting the context, if not the experience, of life in Cuba. It felt familiar, this reliance on one another. Before I went cruising it was rare; after, something I valued and sought out. No matter what happened next in Cuba, its sense of community was one commodity that I hoped would not be traded away. **BWS**

This is the second of a three-part, east to west exploration of the south side of Cuba. Christine (and her OFAC license) spent the season exploring Cuba, and blogging as Sissy Pudes in Cruising Compass. She and Stephan Regulinski cruised five years on Delos with their three children. Once they finish paying college tuition, they look forward to cruising again on Hanalei, another Amel SuperMaramu.

Cienfuegos, the only multi-day charter base in Cuba, provides easy access to the southern archipelagos. Here, the catamarans of Alboran are moored off Club Recreativo. Two other operations now use most of the marina's dock space.



Weekend in PARADISE



The people and picturesque villages of Grand Manan make the challenge of fog and new harbor entrances worthwhile

by Pete & Karen Worrell

Patience in Seal Cove,
Grand Manan

WHITE HEAD HARBOR

"See the gulls in the water where the chart shows the harbor entrance?"

"Yeah," I said.

"Isn't that gull walking?" Karen asked me. We had the Canadian paper chart out and were scratching our heads, comparing it to the image on our GPS plotter, along with what we were seeing by eye. Curious? The entrance just did not seem to be in the right place. Where the chart indicated an entrance, all we saw were mud and ledges.

Hmmm?... as we drifted slowly in a wide circle outside the harbor considering the situation, the cockpit VHF gave a burst of static and we heard a garbled voice.

"Calling the yacht in trouble outside White Head Harbor, this is the *Lady White Head*." Karen and I glanced at each other with the same thought—was that person calling us?

The radio interrupted again, "Calling the American yacht in trouble outside White Head Harbor, this is the *Lady White Head*."

I keyed the cockpit microphone, "*Lady White Head*, this is sailing vessel *Patience*, over."

"Yah, *Patience*, is that you outside White Head Harbor? I can see you by eye and on my radar, and I don't like how close you are to what we call the Half Tide Rock. I am thinking you might be in trouble."

"*Lady White Head* if we are in trouble, the first time we knew it was when you told us! We see Half Tide Rock, and I'll just give us a chuff of power away from it. We were just scratching our heads here on the proper harbor entrance channel to White Head Island."

"*Patience*, I am the ferry that goes between Grand Harbour and White

Head Island, and I am behind you in the haze. The chart is drawn wrong. The correct entrance channel is to the north and east of the line of stakes you see there. Just stay away from Half Tide Rock. Hug the stakes to starboard, only three to four meters to starboard, and follow them around to the inner harbor."

We pulled out the binoculars and we could see the small landing craft style ferry chugging toward us between the winding channel markers from Grand Harbour on Grand Manan.

"*Lady White Head*, *Patience*. Thanks for that, skipper. But say again, you mean leave the stakes to PORT on that channel entrance, not starboard, correct?"

"Negative Cap, Negative. The chart is incorrect. Do not follow the chart. You leave the stakes to STARBOARD by just a bit, and there's a deep chan-

nel, plenty deep enough for this ferry, say 10 feet at low water all the way into the harbor.”

“*Lady White Head*, we thank you. It’s our first time here and we were a bit bewildered looking at the chart. See you in the harbor.”

As we entered the pocket sized harbor, a small car drove down onto the pier with a middle aged fellow smiling and waving at us. He hopped out of the car and came to the side of the pier gesturing to come alongside a fishing boat called *Knight Moves*.

He climbed down on *Knight Moves* and said, “Welcome to White Head Island, my name is Barry, let me help you tie up.”

I said, “Thanks Barry, appreciate it! But look, the harbor is kinda tight and we don’t want to inconvenience any of the fishing boats in here. We are happy to tie up alongside the concrete pier in the corner out of the way.”

Barry responded, “The water’s awful-ly thin in there at low tide, and you’d have to tend your lines what with the six meter tide this time of the month. Just tie up alongside Brian’s boat here. He’s a lobsterman so he isn’t likely to be going anywhere ‘til November.”

When we asked how many other cruising boats flying the Stars ‘n Stripes they see, he answered, “you’re the first one this season.” Barry talked with us about the weather, his fishing plans, and the fact that he was the only local sailor, with a new to him 30-foot Hallberg-Rassy sloop.

Barry stood and talked to us long enough that I thought it was only sporting to ask: “Would you like to come aboard for a cuppa tea or a cold drink?” His answer was “Oh yes, I would, but would you mind if I go home and fetch my wife fust?”

GRAND MANAN ISLAND

That story happened a few years back in 2011. In 2013 our August cruise in Maine concluded with a perfect day on the Great Beach at Roque Island, we checked the weather looking for a front to generate a northerly to send us downwind back west and south. What it looked like instead was

four to five days of unbroken beautiful blue sky weather. High pressure, not much breeze and what there was, south to southwest. We figured, hey, why fight Mother Nature? Let’s head out to Grand Manan for the weekend. When you’re on the hook at Roque and lusting for a bit more adventure, it’s only 40 miles to Seal Cove on the south end of Grand Manan Island.

Most cruising guides and cruisers recommend heading to North Head, on the northeast corner of the island. We like it there too, but for us the charm of the red painted village and the smell of the smoked herring in Seal Cove always called out to us. It’s 20 miles closer than North Head, and an added bonus is it is only about four miles from Seal Cove to White Head Island on the southeastern corner of Grand Manan in New Brunswick, smack in the middle of the Bay of Fundy. This is one of our favorite cruising grounds on earth, yet the cruising guides all say to stay away from the southeast corner.

As we motored toward the entrance to Seal Cove in August, the fog was lifting in the distance, but was still thick at the entrance. I called out from the helm to Kareen on the bow, “The sea walls look different to me... They seem to be staggered somehow.” Not enough to keep us from entering, just not quite what I remembered. Maybe it was the fog.

From the bow Kareen called back, “Nope, entrance looks fine to me; nobody coming at us” (meaning with a narrow enough entrance to only accept one boat entering or exiting at a time no one was coming at us!). We motored slowly inside the harbor, still in thick fog, and slithered up alongside an older, mostly broken down lobster car. Our experience had been that the lobster cars were unused in the summertime as the lobster seasons are

in the spring and fall. As usual, we immediately went ashore and looked for someone to ask if it would be okay to tie alongside overnight.

“Like your boat,” I commented to a fisherman hosing the cockpit on a large Novi style boat. “We were wondering if we’ll be in anyone’s way if we tie up to that lobster car over there for the night?”

He asked, “That your boat over theya?”

“Ahhh... Yep,” I replied

“Pretty boat,” he said. “Saw you come in. Looked like you been here before.”

“We have. You live in a beautiful place and we love your island. So, we are wondering if we’ll be out of the way if we stay on that lobster car overnight. We were planning to do some bicycling tomorrow but we don’t want to impose on anyone’s space.”

“Well, that lobster car ought to be fine; he’s closed up for the season.” He said, “But by gorry, if you need anything, don’t bicycle, hell, you can just take my truck up there on the wharf any time. It’s the green GMC and the keys are in it.”

We learned not only that we could bike or truck, but that since the last time we’d been in the harbor, it had received a \$20 million investment from the provincial government to double the size of the harbor. The difference we noticed in the fog-shrouded entrance was actually the entrance to the new second harbor, just northeast of the original one. Not yet on our chart, the harbor should be a terrific resource for cruising yachts as it has over 500





Biking on White Head Island

feet of float space (meaning you don't have to tend lines with the 15 to 20 foot tide range) and is dredged to a depth of 12 feet or so from seawall to seawall. What a terrific benefit this will be for this economically challenged area.

We also learned, the old-fashioned way, that some lobster cars were very active in the middle of summer. By 10 p.m. that evening, we heard the roar of a diesel engine and the swish of its prop wash on the lobster car next to ours, now lit up by the bright white sodium deck lights on the 50-foot vessel unloading alongside it. The country music was just a teensy bit louder than the unmuffled dry stack engine.

We watched from our pilothouse as the crew exchanged insults with the operators of the car as they weighed plastic lobster boxes. We wondered, and got ready for bed. Then... Brrrr-rooooooom, swish!

Another big offshore lobster boat came alongside the car, and began unloading—five crew on that boat. Where in the world were they lobstering this time of year? A little poaching is plausible, but these were high-liners on large, fully equipped, well-maintained vessels. And if I wasn't mistaken, there was another one at the harbor entrance getting ready to come in for un-loading. I needed to discover the answer.



There is plenty of exercise even before managing to haul the bicycle onto terra firma from the deck of *Patience*

"Nice night" I shouted as I sprung up onto the lobster car from our inflatable. Cigarette dangling, the kid nodded, not stopping his work from hooking and weighing the boxes on a rusty old scale.

"How 'ya doin'?" I asked. "Looks like the fishing is pretty good."

"Oh yeah, today it was. Awfully sorry about the noise. They have a new muffler coming in from Hamilton's but it didn't show up on today's ferry."

"Oh the noise doesn't bother us," I said. "We're just wondering how's the catch."

"Good, think we got 'bout 1,800 keepers t'day." "Whew," I whistled, "1,800! That's good fishing. Sorry for the dumb question, but I thought the lobster season was closed right now."

"Weeeeell, that's technically true, it is." The kid said. "But we're fishin' on the 'gray line'—the line between Canada and the States where it's open to a little interpretation where the actual border is. So since the border isn't clear, neither is the enforcement of the lobster season .. ha ha ha!"

"Now it's kinda lumpy out there," he continued, "and the fishing isn't always as good as t'day, but we figure it's a helluva lot better than just feedin' the salmon pens or waiting for the real season to open in November."

Back aboard *Patience*, scratching my head, I wondered aloud, "Is the demand for lobster so great that the price will hold up no matter the supply?" Personally I wouldn't think so, but Kareen says I am delusional. The demand for lobster from places like Red Lobster or Chili's is insatiable. If they had more availability, they would likely "value price" or "super-size," and Americans would come in and eat all they could get (and then some).

The next morning, with coffees in hand, we were talking with a 70-something lobsterman on the wharf. We speculated on the state of the world. Kareen and I got instructed in a little Grand Manan Philosophy 101. He spoke of the Seal Cove and White Head lifestyle and the historical necessity for resourcefulness, which is now changing with increased regulation taking the place of personal responsibility.

He shook his head. "Life is beginning to be governed by well-meaning bureaucrats in Ottawa who know what is in our best interest better than we do, but are clueless about resourcefulness or resilience. They seek short term, politically favorable budget solutions over long term quality lifestyles. That's progress?" he asked.

"Hmmm...I guess it's the same all over," we said.

So there you have it. There's an interesting cultural entropy going on in these island communities. You have a lot of learned resourcefulness. You have skilled, gritty fishermen, comfortable and still quite happy with their risky but independent way of life; often curious to learn about the rest of the world, but secure in the knowledge that they have a high quality lifestyle. And looking out for strangers who come their way, like cruising sailors trying to find a channel and a spot to tie up for the night.

Then, external change. Since so much of the offshore fishing has been halted or significantly reduced in the Maritimes, much of the activity has centered on the relatively new cultivated salmon industry—raising salmon in pens requires feeding from large sacks of feed transported to the pens in former lobster boats. The well-meaning bureaucrat's concept was that the change would spur Canadian fishermen to continue to be independent solo owner-operator entrepreneurs. What has actually happened in this part of Canada is that all of the rights to the salmon pens have been acquired by large corporate entities like Cook Brothers in Black Harbor, NB. So most of the feed boats operators now are either employees working by the hour, or contract day workers paid by the day. The majority of the locals have devolved from independent entrepreneur business owners to wage earners selling time by the hour.

RETURN JOURNEY

On this trip, we had the added good fortune to be cleared into the United States for the first time since 9/11 by U.S. Customs & Border Patrol on our

cellphone. It's always been easy for us to clear into Canada by phone by calling a number in Ottawa that took note of our vessel name and Coast Guard documentation number before saying, "welcome back to Canada, Pete," and issuing a CANPASS number. We always thought the Canadians had a good system. And after 9/11 we have put up with the increased scrutiny, understanding what it's intended for. But it sure is great that if you are properly

and carried the fair current almost all the way back to Poets Harbor on Pleasant Bay, where we stopped to see CCA friends Diane and Jack Myles (FLA). Sweeping by Machias Seal Island looking for puffins, or cutting close between Seal Island and North Rock, is an adventure, but an easily attainable one in the mostly benign August cruising weather in the Bay of Fundy. Cruising Fundy in the summer is great—no lobster pot buoys in the summer (except in the gray zone),



Patience alongside Knight Moves

registered, licensed, and have your passport numbers at the ready ... that you will be able clear in and out of the U.S. and Canada regularly ... like the friendly cruising sailors we all are!

Sure, east of Schoodic there will be fog from time to time, and you will have to consult the current tables (not tide height but current times). We use the "Grand Manan Channel Entrance" table if we're going there. It may mean a really early morning but we wouldn't dream of trying to go up or down the Bay of Fundy fighting an adverse current if we had any choice. The slack before the ebb was at about 0500 on that Monday, so we got an early start

Woohoo!!! You can experience paradise and tap its positive energy only 40 miles from Roque Island. **BWS**

Pete and Kareen Worrell have cruised together for over 30 years from their home in Portsmouth, New Hampshire, on a succession of vessels named Patience. Their current affair is with a Hood Pilothouse 51-foot sloop. In the middle of their professional careers, both have fit in cruising adventures to Labrador and Newfoundland, the West Indies, plus coastal Ireland and England. In New Zealand, they have voyaged from the Bay of Islands to the subantarctic Auckland Islands.



Wallace Island

Island Time

Exploring British Columbia's Southern Gulf Islands and capital city offers solitude and a lively urban atmosphere by Andrew Cross

The strong southerly that had propelled us quickly northward up Trincomali Channel towards Wallace Island was streaming over the treetops when we dropped the hook in narrow Princess Cove. When firmly set, I paddled into the rock wall on the western side of the cove and found an empty chain to attach our stern tie to before making my way back to the cockpit. Using a primary winch, I pulled *Yahtzee* in towards the wall against the cross-breeze and with less than a boat length to go, we still had 15-feet of water under the keel on a mid tide.

It was a short paddle from here into the dinghy dock and we spent the next day and a half exploring the island's trails, beaches and tide pools. Only a

few other boats shared the anchorage with us, and we talked about it being a place where we could stay for days on end. This had become a central theme for us at many of the islands and anchorages we'd visited, as the days seemed to blend together. Such is life in the Gulf Islands.

OH CANADA

The typical migratory pattern for cruisers entering the Gulf Islands is from Vancouver to the east, through the adjacent San Juan Islands, or Victoria to south. We left Roche Harbor on San Juan Island in early May and shaped a course slightly north of west for the 11-mile run across Haro Strait towards Sidney, where we planned to check in and top up on provisions.

Haro Strait is famous for southern

resident killer whales and we happened across a small pod shortly after crossing the border. When we noticed their spouts from a distance, we slowed, ran parallel to them and watched as they elegantly and effortlessly surfaced and disappeared.

I couldn't imagine a better welcoming committee. But our welcome wasn't over. Just as I went to throttle up and get us headed back towards Sidney, I noticed a black RIB quickly bearing down on us. "We're about to get boarded," I told Jill.

Sure enough, it was the Royal Canadian Mounted Police with a USCG ship rider that requested to come aboard for a "safety inspection." We obliged, of course, and despite them waking up our two-year-old, Porter, from a nap, they were pleasant and

professional in going through *Yahtzee* and then sending us on our way. The Coastie even gifted Porter his badge before stepping back onto the RIB.

After checking into Canada with a mere phone call at the reporting station in Sidney, we sailed throughout the islands, enjoying gorgeous summer-like weather, near-pristine wilderness and few other cruising boats exploring it with us. Much how we lived in the San Juan Islands over the winter, our pace while cruising the Gulf Islands during the spring was deliberate and leisurely—which, in our minds, is how the area is best discovered.

ISLAND ADVENTURES

Stretching from D'Arcy Island to the south and Nanaimo to the north, the Gulf Islands are a vast cruisers' playground that can and should take a long while to fully explore. But a trip of a week or 10-days will get you to some of the best spots as well. As I write this from a small coffee shop in the quaint town of Ganges on Salt Spring Island in late June, I get the feeling that we've only scratched a small portion of the area, even though we've already seen and done a lot.

By mid-May we'd been sailing the Gulf Islands for about two weeks and while hiking a trail on Portland Island, Jill and I found each other questioning what day of the week it was. It took



Porter's Coast Guard badge

a minute to figure out, but I'm pretty sure it was a Wednesday. Our afternoon had been spent doing a few small boat projects in Royal Cove while reveling in the brilliant sunshine. That evening we took to shore to stretch our legs, burn some of Porter's energy and check out the island's beaches.

A few days later we dropped the hook in nearby Bedwell Harbour on South Pender Island and spent several days doing much the same. Eagles soared overhead as we climbed to the top of Mount Norman. And tiny coves with sandy beaches and crystal clear water were at our beck and call, as charming Beaumont Provincial Marine Park became our playground. Even the adjacent Poet's Cove Marina was good for a happy hour visit, and had we remembered our swimsuits, their swimming pool would

have been all ours.

Besides the laidback pace, we've also relished the company of several cruising friends who have passed through the islands during the spring. An impromptu five-boat raftup in Selby Cove on Prevost Island had us hopping from boat to boat in the afternoon sun, savoring sundowners on the foredeck of one boat and then enjoying dinner, games and evening laughter in the cockpit of another. Encounters like these are always a welcome change to our normal routine, and the setting couldn't have been any better.

Speaking of settings, a cruise of the Gulf Islands wouldn't be complete without a visit to popular Montague Harbour on Galiano Island. With several mooring and anchoring options, Montague is a large, protected harbor

Orcas putting on a show





WHEN TO GO

Hearty cruisers sail the Gulf Islands year-round, as low temperatures in the winter rarely dip below the 40s and the islands are nestled in the rain shadow of Washington's Olympic Mountains to the south. But spring, summer and fall are the prime seasons, with July and August being the busiest.

The summer heat can make the wind spotty, but spring and fall are known for having great breezes from the northerly and southerly quadrants depending on what is coming in off the Pacific Ocean.

that can get quite crowded on holidays and during the summer high season. We were there with friends over Canada's May Long Weekend holiday and though it was brimming with boats, it didn't feel overcrowded—the next time we stopped by was mid-week and it was virtually empty.

Montague Provincial Marine Park has 35 mooring buoys for \$12 per night, trails, beaches and campsites. Montague Marina is a short dinghy ride or walk from the park, and if you are in the mood for ice cream (who isn't?) then you'll want to check out the variety of flavors at the marina's store and gift shop. Many cruisers visiting Montague also opt for a trip to Galiano's iconic Hummingbird Pub.

The pub operates a bus driven by a quirky driver who passes instruments around for a sing-a-long while headed to and from the pub, which we're told is always an interesting experience. This is still on our list of things to do as the bus runs weekends until mid-June and then fulltime to Sept 28th.

THE BIG CITY

Planning to be in Victoria by Memorial Day weekend to participate in the northwest classic, Swiftsure International Yacht Race, we worked our way south from the middle of the Gulf Islands and anchored in quiet Cadboro Bay. Located on the eastern side of "The Garden City" of Victoria, Cadboro Bay has good holding in

sand and even though it is open to the south, a fringe reef and islands block it from any significant swell from the nearby Strait of Juan de Fuca.

After spending a few lazy days in Cadboro, we sailed the 10-miles around the corner to Victoria's inner harbor. The harbor entrance is narrow, with yellow markers funneling recreational boaters into a channel to keep them out of the frequently used seaplane landing and takeoff area. Upon making the turn into the inner harbor towards downtown, the iconic Empress Hotel and stately, European-esq Provincial Parliament building are prominent features on the waterfront.

We tucked ourselves into a slip outside the Empress and spent the next couple days exploring the vibrant capital city. With an atmosphere that is part European, part Pacific Northwest, Victoria was a fun place to explore and provision, and the activities and energy surrounding Swiftsure made it all that much more special.

After the race, and not in a hurry to stop exploring the area, we hopped one more bay to the west where we found Esquimalt Harbour. Canadian naval infrastructure engulfed the entrance to the harbor and stately homes peaked out from the rocky, tree-lined shores of its northern reaches, but it was all subdued in a way that didn't make us feel like we were still so close to the city.

We anchored just south of tiny Cole Island, which is a National Historic Site owned by the Province of British Columbia. The island houses the remains of a Royal Ammunition Depot that was built by the Royal Engineers and occupied by the Royal Navy from 1859 to 1905. Though many are now crumbling into the harbor, the structures were impressive as we toured them by land and water, and it was good to see that they are being slowly renovated by the Friends of Cole Island Society.

Happy with our time spent around Victoria, we headed back towards the Gulf Islands under spinnaker on one



A raft-up with friends in Preyost

THE PARTICULARS OF GULF ISLANDS CRUISING:

CHECKING IN

of the strong southwesterly breezes that are common around the southern end of Vancouver Island.

Filled with beautiful Provincial Parks full of hiking trails, beaches and quiet anchorages, the Gulf Islands have been an idyllic place to call home this spring. The days have truly melded together throughout our time here and with quaint towns and city centers to visit when taking a break from the more remote islands, we've been able to get a true taste of it all—though there is still lots left to discover.

If only we could remember what day it is—or maybe that doesn't matter so much. **BWS**

Andrew, along with wife Jill and sons Porter and Magnus, are currently cruising the Pacific Northwest aboard their Grand Soleil 39 Yahtzee. Follow their adventures at threesheetsnw.com/yahtzee.

When entering the Gulf Islands from the U.S., the closest places to check-in are Victoria, Sidney and Bedwell Harbor. To ensure a speedy check-in, have all your ship's documents in order and brush up on the requirements for foreign recreational boaters entering Canadian waters.

- The customs and immigration dock in Victoria is to starboard as you enter the inner harbor and will have you in and out in short order. You can also check in at Oak Bay Marina and at the Royal Victoria Yacht Club in Cadboro Bay.
- In Bedwell Harbour on South Pender Island, the customs and immigration dock and office is located at Poet's Cove Marina.
- Sidney has several check-in sites including Van Isle Marina, Canoe Cove Marina and Port Sidney Marina. (We checked in at Van Isle Marina and it was a simple phone call).

PROVISIONING

There are plenty of places to top up on provisions throughout the islands, but here are some of the best we've found.

- Ganges, Salt Spring Island: Thrifty and Country Grocer grocery stores are near the marinas and anchorages as are a hardware store, banks, liquor stores, shops, marine services, restaurants and an excellent farmer's market on Saturdays in the summer.
- Victoria: Thrifty and BC Liquors are just up Menzies Street from the inner harbor and there are any number of marine services, bars and restaurants within walking distance. There is also a Thrifty in Esquimalt Harbour and a local grocery and liquor store is near Gyro Beach/Park in Cadboro Bay.
- Sidney: Several grocery stores, restaurants and shops are within walking distance of Port of Sidney Marina. Nearby Canoe Cove has top quality marine services.

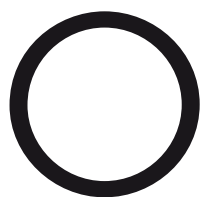




Preparing To Sail South

The fall migration from the East Coast to the Caribbean takes planning and preparation

by Jack Morton



Only you can decide whether this is the year to head offshore to the Caribbean for the winter rather than

hauling, covering up with a tarp, and generally being landlocked 'til spring. I've been fortunate enough to have done the spring and fall migration with boats from the Chesapeake, or other Atlantic ports, and Bermuda

for most of the last 25 years, and have earned the cred to offer a few tips to make the trip safer and better. It's a bucket list trip for many, thrilling, deeply satisfying and even life changing. However, without a stout boat and capable crew, both prepared for the weather, it can be somewhere between a nightmare and a death wish.

THE BOAT

Although exceptions abound (Lin & Larry Pardey, in their 24 foot *Seraffyn*, for example) most seem to agree that 30 feet is about the minimum length of a voyaging sailboat, and will be more confident and comfortable in one somewhat larger than that. Defining a "blue water" boat is a trap I'll try to avoid, but at minimum, it should be of sufficient stability and ruggedness to be able to weather gales, be weather-tight and have sails to meet a variety of wind conditions either underway or hove to. It should be shipshape with all systems and the rig checked and working well. The engine is critical and should have adequate spare parts to enable you to be self-sufficient for the most common problems like impellers or belts. Filters and fuel deserve particular attention. Boats that have lazed about the Chesapeake or other inland waters for years will often have gunk in the bottom of the fuel tank that in the first really rough weather (you're guaranteed to get some somewhere along the way) will rise up in search of filters to clog. Time and money spent in getting fuel polished (a process in which all the fuel is pumped from your tank, filtered, and put back) is worth the investment unless the boat has been regularly and recently in rough weather using the engine. An older reference for choosing and equipping the boat that still works well is Don Street's *The Ocean Sailing Yacht* and a more modern one is *The Voyager's Handbook: The Essential Guide to Blue Water Cruising* by Beth Leonard. And in a segue to the next section, if you choose to go

with a rally, they will generally have good checklists for making sure the boat is ready.

ALONE , OR IN COMPANY?

Often, first time offshore cruisers are more comfortable joining one of the rallies. For the fall trip south, The ARC Carib 1500 is one of the larger and better known rallies and is set up for first time passagemakers. For sailors with at least one long distance offshore run under their belts the Salty Dawg Rally is now the largest U.S rally in the Atlantic. Rallies have a number of advantages, beyond the social benefits of sharing anxieties and hopes with like-minded folks. They will help vet your boat and often engage weather routing services like those of Chris Parker's Marine Weather Center, or Commanders' Weather, to provide weather forecasting customized daily to your location. Initially, that will help you decide what day to leave, but both at departure and along the way will be giving suggested strategies for where to go next. Boats of differing sizes and speeds mean that even if you leave together, you'll be soon spread over large swatches of ocean, out of visual contact. Rallies generally have a daily "happy hour" on either VHF or SSB to check in with each other and the organizers to compare notes and positions, share weather observations, and if necessary, come to each others' aid.

WHO, AND HOW MANY?

Selection of the crew is critical to the success of the voyage. Even if they're all skilled sailors, they must be able go from being individuals sharing the same space to becoming a cooperative, collaborative, and congenial crew. If not, at best, most will come to wish they were someplace else, and at worst, be a danger to each other and the boat. I like to take a mix of experienced old dogs, and enthusiastic young bucks willing to learn, work hard, and miss some sleep when that's called for. I try to get one or two

who enjoy and are good at cooking, and at least one who's mechanically savvy. Having women aboard makes for more balance. A crew of six allows for a three watch system with two on watch—a safety factor, when weather goes sour, or maybe one is seasick. It can be and often is done with fewer, but the premium on experienced crew becomes more important and, frankly, it's not as much fun.

Another factor affecting crew size is where you can put them. Ideally, each crew member will be in a dedicated fore and aft berth, with either bulkheads or lee cloths to ensure that whichever way the boat tacks and heels, no one rolls onto the cabin sole, and everyone remains snug and secure. The spacious double beds so comfortable for coastal cruising and nightly anchoring may need some modifying, and you may find that the boat that proudly advertises sleeping six or more has but four really usable sea berths. Hot bunking, when one person gets up for watch, her berth is taken by someone coming off watch, actually works pretty well once you've made the mental shift to limited privacy and personal space.

This trip generally starts in fleece and foulies, and ends in shorts. November weather north of the Gulf Stream is often cold and wet, and whether the crew bring their own, or the boat provides, everyone needs adequate warm clothing and foul weather gear. In addition, I require that each crewmember have

a harness, knife, small flashlight, personal strobe and I recommend an inflatable PFD (often built into the harness) that is comfortable enough that it will actually be worn. Arriving with fewer people than you start with can be so embarrassing.

WHEN, WHERE AND WHY?

Ah, there's the rub. Most are going for the winter, or longer, so will leave in the fall. With good reason few want to plan that trip for hurricane season. On the other hand, the later you leave, the more frequent and severe the cold fronts and their associated lows become. For most, that means leaving the northeast as soon after the first of November as a good weather window appears. Whether you have a weather routing service, or do your own routing using some of the excellent free web based services like Passageweather.com, securing the best



After heavy weather
mysteriously wet
one of the dry
lockers

advice and information you can as you commit to a departure day will pay dividends. The right decision, and a bit of luck, may give you southwest winds to reach out and across the Gulf Stream, picking up the manageable north and northeast winds of the front that follows those southwest winds to get down to about 29 degrees north by 65 degrees west (sometimes called Highway 65 in the south going crowd) where you can pick up the easterly trades for the rest of the trip. I'm not sure I've ever had it happen exactly like that, and most years, you're compromising and trying to pick the best window and route from less

than ideal choices, with incomplete information. Those initial southwest winds may be from somewhere else, depending on the weather systems moving through, and the trades can be disturbed by those systems too. Once you're underway, if you're not getting custom weather routing, the NOAA high seas forecasts via SSB will become an essential daily ritual.

At that time of year, cold fronts, commonly called northers, are becoming a weekly occurrence, often associated with lows that come roaring up the lower east coast to about Cape Hatteras before breaking from the coast on an accelerating track

to Europe. If they're weak, you can sometimes pick one side or the other of the low to move you along your course, but in general, it's best to avoid them if you can. Sometimes they move more slowly, or stall, and become severe tropical storm systems, making ducking into a port of refuge like Beaufort for a few days an attractive option. For just about all pleasure boats, the trip will take longer than can be accurately predicted by a weather forecast, and no matter how good things look on departure day, they'll have changed three more times by the time you tie up at the other end.

Before you leave, be sure to have plotted the locations of the Gulf Stream, warm core (counterclockwise) and cold core (clockwise) eddies—circular gyres of water spinning off the Gulf Stream, on either side. As with the lows, knowing which side of an eddy to be on can add or subtract half a day or more from the trip as you place yourself in either favorable or adverse currents.

ADDITIONAL TIPS

Although the days before departure are sure to be busy, with last minute shopping runs, repairs and upgrades to systems, adding to spares, and the logistics of getting everyone there, it's best to leave with a good night's sleep for all the crew if you can. Not always possible, but worth the time and effort.

If any crew are untested, or know that the first days at sea will find them seasick, they should start taking any preventive medicine the night before departure, to ensure that it will be thoroughly into their system when needed.

They say an army travels on its stomach, which is no less true for the little navy you'll be sailing with. Try to keep meals simple, but nourishing and tasty. While I generally schedule each watch to prepare a meal, when possible I'll schedule the folks with the most skill and interest in cooking for dinner. In nasty weather, soups and prepared stews are warming and welcoming. In the middle of the night, those on watch will find snacks and



Mahi Mahi, with crew Claude Bilodeau and the author

some warm drinks like tea or hot chocolate bracing. And in prepping for an offshore trip, plan meals for a trip 50 percent longer than you anticipate. That last 50 percent can be canned goods, dehydrated foods, and other things that will not spoil and be good for the next long offshore passage. Some trips just take longer and running out of food can't be an option.

As the days become more routine, with the generally better weather of the trade winds, some diversion and the prospect of fresh fish for the table can come from trolling a lure, or maybe the flying fish you found on the deck one morning. (They not uncommonly go flying at night, only to knock themselves senseless when they hit the cabin in the dark.) Likely catch could be mahi mahi or wahoo, both excellent eating fish. A proper fishing rod and reel are good for this, but a hand reel with some stout monofilament and a bit of bungee cord to absorb the initial strike also works pretty well.

The support teams for your crew, family and friends at home, love to know what progress is being made along the way and that all is well. If you have regular contact via SSB or Sat phone, well and good. Devices like Spot can also achieve that pretty effectively and economically.

So is this all you need to know to point your boat 1,500 or more nautical miles to the south? Of course not. If you attend to these, it will be a good start, and if you complete that first offshore run successfully, it could be the start of the rest of your life. **BWS**

Jack Morton has cruised with his wife, skippered tall ships & research vessels, and for many years taught offshore voyaging for the Maryland School of Sailing, on voyages to and from Bermuda and the Caribbean. When not busy on teaching cruises, he does deliveries, and paddles his kayak in Florida, where he lives with his family. He can be reached at capnjack.morton@gmail.com.



Checking the status, the author on the foredeck



Helmsman Fred Lipp, happy with the progress we're making



Victor Fraile / Volvo Ocean Race

Life at the Extreme

June 22, 2015. Abu Dhabi Ocean Racing celebrate after they arrival in Gothenburg as the winners of the 2014-15 edition of the Volvo Ocean Race.

The 2014-2015 Volvo Ocean Race was the most exciting and closely fought edition of this round-the-world classic

by Brian Hancock

It's hard to imagine a more choreographed ending to what has truly been an exciting and nail biting event. The twelfth edition of the Volvo Ocean Race (originally named the Whitbread Round the World Race) is now in the history books and most would agree that it was the most successful race ever. From some incredibly close finishes, some high drama deep in the Southern Ocean when the Chinese boat *Dongfeng* dismasted, to a gut wrenching grounding on an Indian Ocean atoll by *Team Vestus Wind*, this race offered up more drama than anyone could have anticipated. Many, myself included, will be feeling withdrawal symptoms for weeks to come as we

gaze longingly at our computers and phones looking for updates, but coming up empty.

THE NEW VOR

The real success of the event started three years earlier when the Volvo Ocean Race CEO Knut Frostad announced that the following two editions of the race would be held in one design boats. It was a difficult and at the time controversial decision that was met with some derision by the sailing public. How could the most prestigious offshore ocean race in the world downsize to smaller boats was the main criticism.

But Frostad knew that in order to get enough entries to make it a viable

race he had to rein in costs and the smaller one design boats would be the key. In previous races, the cost of a single entry had soared to the tens of millions of dollars and the boats were immediately made redundant as soon as they crossed the finish line. The arc that the event was on was simply not sustainable and so the decision was made. Looking back one can only agree that it was the right decision.

Shortly after the dust settled on the one design announcement, Frostad and the event were tossed a massive bone when the Swedish company SCA, a leading global hygiene and forest products company, announced that they would back an all-female entry in the race. SCA were not short

of cash and the buzz that would surround their entry would be good for all other potential competitors.

There had not been an all-women entry in the race for well over a decade and the idea of a well-funded, well-run team of inspired women was a major boost. Indeed *Team SCA* seemed to dominate the PR race even though their performance on the water was a little off the pace.

The one design and the SCA announcement were leveraged by some additional changes to the event. To make up for the fact that females lack brawn when compared to their male counterparts, *Team SCA* were allowed to race with 11 crew on board, three more than the male teams. Each boat would also carry a multimedia reporter whose sole job would be to tell the stories from onboard as the race unfolded. The stunning images and video segments that were sent from the middle of the ocean really galvanized a dedicated following of sailors and non-sailors alike. The onboard reporters honed their skills as drone pilots and captured some incredible aerial videos and for the first time ever we were able to see footage from off the boats as they sailed thousands of miles from land.

And then there was an announcement that each team had to race with two crew members born after October 1, 1984. They were called the “Under 30s” and the idea was to bring new blood into the race. It didn’t hurt that they also played well to a younger audience.

By the summer of 2013, the event looked to be shaping up and it was speculated that there would be seven entries. The Dutch were back with *Team Brunel*, their skipper Bouwe Bekking seeking to complete his seventh race. *Abu Dhabi Ocean Racing* were also back with British Olympic medalist Ian Walker seeking the first

ever win for a U.K. skipper. Vestus, the Danish wind turbine manufacturer announced that Kiwi Chris Nicholson would skipper *Team Vestus Wind*, while long time sailing partners Iker Martínez and Xabi Fernández announced that they would compete on *Mapfre* and represent Spain.

One of the last teams to enter was a serendipitous coming together of an ambitious syndicate led by American Charlie Enright and the Turkish company Alvamedica, which was looking to sponsor a boat. In the previous Volvo Ocean race there had been a Chinese entry and although well funded they did poorly largely due to lack of experience so when it was announced that there would be another Chinese entry, the news was met with some skepticism. The skepticism was tempered a little when it was made clear that only half the crew would be Chinese and that the boat would be skippered by the soft spoken Frenchman Charles Caudrelier. Those of us who underestimated *Dongfeng Racing Team* very quickly found out how wrong we were. As the race unfolded *Dongfeng* quickly became a contender for the top spot.

FIRST MILK RUN

The race started from Alicante, Spain on October 11, 2014 with the first leg a milk run to Cape Town, South Africa. Before entering the Atlantic the fleet had to negotiate the fickle winds of the Mediterranean and it was *Team SCA* that took first blood by leading through the Strait of Gibraltar. Once out into the Atlantic things became a bit more tricky with the finish positions in Cape Town determined early in the leg.

The biggest tactical obstacle facing the teams was the doldrums and *Abu Dhabi Ocean Racing* and *Team Brunel* decided early that they wanted to cross the windless zone to the west where the doldrums were the narrowest. They gave up the boost that you can get by taking advantage of the wind funneling between the Cape Verde islands and sailed some extra distance in return for their westerly position, but it paid off and the two boats were first into the trade winds.

“It was a no brainer for us to take the longer route,” explained Bouwe Bekking. “People like to say west is best and maybe there is something to it.”

Abu Dhabi managed to hold on to



Leg 8 to Lorient onboard Team SCA. Annie Lush and crew.

Anna-Lena Elled / Team SCA / Volvo Ocean Race



Ainhoa Sanchez / Volvo Ocean Race

The Leg 8 start in Lisbon; Team Vestas Wind; December 1, 2014. Team Vestas Wind ground the boat on Cargados Carajos Shoals. All the crew are safe and uninjured.

win the leg, but to everyone's surprise the Chinese on *Dongfeng* finished in Cape Town just 12 minutes shy of Ian Walker and his team.

SHIPWRECK AND HARD SAILING

The real drama of the race took place on the leg from Cape Town to Abu Dhabi but first the sailors had to deal with a nasty low pressure system that threatened to split the fleet as the skippers chose different strategies for dealing with the tough conditions. The storm hit and with it came the predicted split as *Mapfre*, *Abu Dhabi*, *Brunel* and *Dongfeng* pulled well into the lead where they would stay for the rest of the leg. Their position at the back of the pack must have felt grim for *Team Vestus Wind*, but they would soon feel a whole lot worse.

In the middle of the night, sailing in mild conditions, the boat grounded on the Cargados Carajos Shoals some 200 miles northeast of Mauritius. It was a heart stopping and heart breaking moment for the crew who were forced to abandon their boat. Luckily there were no injuries and a very comprehensive report on the accident that was later released explained what happened.

Section 122 read: "The simple cause of the stranding was that the crew was completely unaware of the presence of any navigational danger in the vicinity

of the boat. Consequently no avoiding actions or precautions were taken that would have prevented the grounding. The Cargados Carajos Shoals were incorrectly thought to be safe to pass over and incorrectly thought to have a minimum charted depth of 40m."

The shoals were marked on the electronic charts but they were only visible when you zoomed right in. A combination of fatigue from the storm and a lack of time to prepare in Cape Town plus numerous other smaller factors combined, and navigator Wouter Verbraak missed that crucial fact; he did not zoom in far enough. *Team Vestus Wind* was eventually salvaged, repaired and rejoined the race in Portugal, while *Team Brunel* won Leg 2 with *Dongfeng* again finishing a close second.

The Volvo Ocean Race course used to be a lot simpler but sponsor pressures demand that the race visit some out-of-the-way ports including Abu Dhabi and the Chinese port of Sanya. While this is great for sponsors, getting in and out of the Strait of Hormuz, negotiating the coast of India, sailing around Sri Lanka and across the Malacca Strait and into the South China Sea were all tactical nightmares for the sailors. Difficult sailing conditions

combined with numerous fishing boats and tons of pollution made for some challenging sailing.

"It was the most intense night of sailing in my life," confessed Charlie Enright shortly after entering the South China Sea. "We just completed probably our twelfth tack, among maybe seven thousand fishermen and three of our competitors."

Before they could get to China, there remained a 1,000 mile upwind slog in short steep seas, but in the end it was the local team that took line

honors. Any doubts that *Dongfeng Race Team* would not be a podium contender were long gone; they were atop the leader board with a one point lead over *Abu Dhabi Ocean Racing*.

BATTLE OF THE DOLDRUMS

The fourth leg of the course started with an upwind slog as the fleet sailed up and over the Philippines from China. Francisco Vignale, onboard reporter for *Mapfre*, described the conditions. "It's like rodeo bull riding," he wrote. "We are still seasick, and trying to switch to sea mode."

It would not be the last bit of nasty upwind work on the leg, but it was not so much the strong winds that gave the skippers and navigators pause, instead it was another crossing of the doldrums. The Dutch team led by Bouwe Bekking was leading the fleet having taken an early gamble. They were closely followed by *Abu Dhabi* with both skippers knowing all too well that the doldrums could be a game changer. Indeed it was as *Brunel* sailed into some dark clouds and came out the other side in fifth place. "From the penthouse to the outhouse," was skipper Bekking's honest assessment of the situation.



Brian Carlin/Team Vestas Wind/Volvo Ocean Race

South of the equator, it was a straight-line drag race to New Zealand with very few tactics involved. *Dongfeng* had fought their way to the front of the fleet and were being closely followed by the Spanish team on *Mapfre*, but in a cruel twist squally weather close to the New Zealand coast allowed *Mapfre* to take the lead and also gave *Abu Dhabi* a break. By the time they crossed the finish line in Auckland *Dongfeng* had dropped to third. The Spaniards earned a well deserved victory while in the overall standings *Dongfeng Race Team* and *Abu Dhabi Ocean Racing* were tied with eight points apiece. It was, sadly, the last time that the Chinese would be in first place. Leg 5 had a nasty surprise in store for them.

ON TO THE HORN

Cyclone Pam forced the race organizers to delay the start of the only Southern Ocean leg. Three days after the scheduled start, the boats took off from New Zealand for Brazil but quickly sailed into the remnants of the cyclone. Matt Knighton on *Abu Dhabi Ocean Racing* described the conditions.

“Wind speed is around 30 knots right now and we’re doing around 20-22. It’s very bumpy onboard and loud from the waves crashing on deck. There are a few bouts of seasickness and we’re getting banged around a lot.”

Race officials had imposed strict adherence to numerous ice gates and with a westerly breeze the boats jibed downwind right along the edge of the ice limit. Sadly, 240 nautical miles west of Cape Horn, sailing in moderate conditions, the mast on *Dongfeng* snapped and with it their dream of a Volvo Ocean Race win. The mast broke just above the third spreader so the crew diverted to Ushuaia in southern Argentina to make repairs.

While the Chinese team was dealing with their bad news, the Americans on *Alvamedica* had good news as they



Leg 8 to Lorient onboard Team Alvamedica. Day 3. An ominous line of clouds passes overhead while transiting the rough Bay of Biscay.

Amory Ross / Team Alvamedica / Volvo Ocean Race



Leg 5 to Itajai onboard Team Brunel. Day 13. OBR Stefan Coppers in a brave moment following the traditions and welcoming the Horn naked on deck.

Team Brunel / Volvo Ocean Race



Leg 7 to Lisbon onboard Dongfeng Race Team. Jin Hao Chen 'Horace' on the bow pulling down the second headsail.

Yann Riou / Dongfeng Race Team / Volvo Ocean Race



Ricardo Pinto / Volvo Ocean Race

Start of Leg 8 from Lisbon to Lorient. Teams Parade in the Village.

were the first to round Cape Horn but their jubilation was short-lived. Conditions off the east coast of Argentina were horrendous as the sailors battled strong headwinds.

Alvimedica's Amory Ross described the sailing. "We survived the South-

ern Ocean and Cape Horn only to get absolutely destroyed off the coast of South America. This will be the most uncomfortable, difficult, and dangerous 24 hours of the leg without question, while we hammer ourselves upwind into 35-40 knots in a completely

confused and unpredictable sea."

With their main rival *Dongfeng* temporarily out of the race *Abu Dhabi* started to sense an overall victory by winning the leg to Brazil and placing second into Newport. With just four legs remaining *Abu Dhabi* held a solid overall lead of five points over *Dongfeng* who reasserted themselves with a win into Newport. The dash across the Atlantic was going to be exciting.

Dock out of the start of Leg 6 to Newport. Brazilian MAPFRE crew member, Andre Fonseca, aka Bochecha, waves the crowds with the country flag.



Buda Mendes / Volvo Ocean Race

FINAL CHAPTERS

With most of the race behind them it was still not clear who, if anyone would challenge Ian Walker for the winner's trophy, or even who would make it onto the podium. It was still a tight race between *Dongfeng*, *Brunel* and *Mapfre*. Bekking and his boys on *Brunel* made a bold statement by winning the transatlantic leg into Lisbon but then things started to get interesting, a little choreography taking place.

Team Vestus Wind rejoined the fleet in Portugal with Chris Nicholson having replaced his navigator. Clearly they wanted to redeem themselves on

the leg to Lorient, France, and redeem themselves they did. After finishing in last place on each previous leg, *Team SCA* seemed to find an extra gear and they led the fleet around some tricky tidal conditions off the coast of France to take a win in Lorient. In something you could not have scripted better, *Team Vestus Wind* came in second; redemption indeed.

With the final leg to Sweden looming, there must have been more than a few what-ifs. Three boats had been awarded a one-point penalty by sailing the wrong way in the Traffic Separation Schemes as they left Newport, *Dongfeng* among them. They would need a miracle to get second place overall but ended up almost losing third.

The miracle was instead handed to *Team Alvamedica* who won the last leg in fine style to take their first leg win of the race. But the real drama came in the fickle conditions close to the final finish line. *Team Brunel* finished second to take second place overall and

a lucky puff pushed *Mapfre* ahead of *Dongfeng*. Had that lucky puff pushed them just a little harder and had they passed *Brunel*, *Mapfre* would have made the overall podium instead of *Dongfeng*. After a poor first leg, the Spaniards redeemed themselves with some excellent sailing, but a two point penalty after leg five for doing repairs and alterations on the hull without informing the Volvo Ocean 65 Class Authority, and a single point for the traffic separation zone violation off Newport allowed the Chinese to take third place overall.

EPILOGUE

To be sure, the decision to go with one design boats was a good one and made for some incredibly close sailing. Boats crossing jibes just feet apart deep in the Southern Ocean is high drama for sure. The cost of an entry has been reined in and better yet these current boats will be good for the next race.

Consensus among veterans who had

sailed the VOR 70s in previous races was that the one design boats were not as exciting to sail, but the racing was far more intense. It was a match race every inch of the way. The on-board reporters told the stories of "Life at the Extreme", to use the VOR tagline, in a way that non-sailors understood and a whole new audience was drawn into the event.

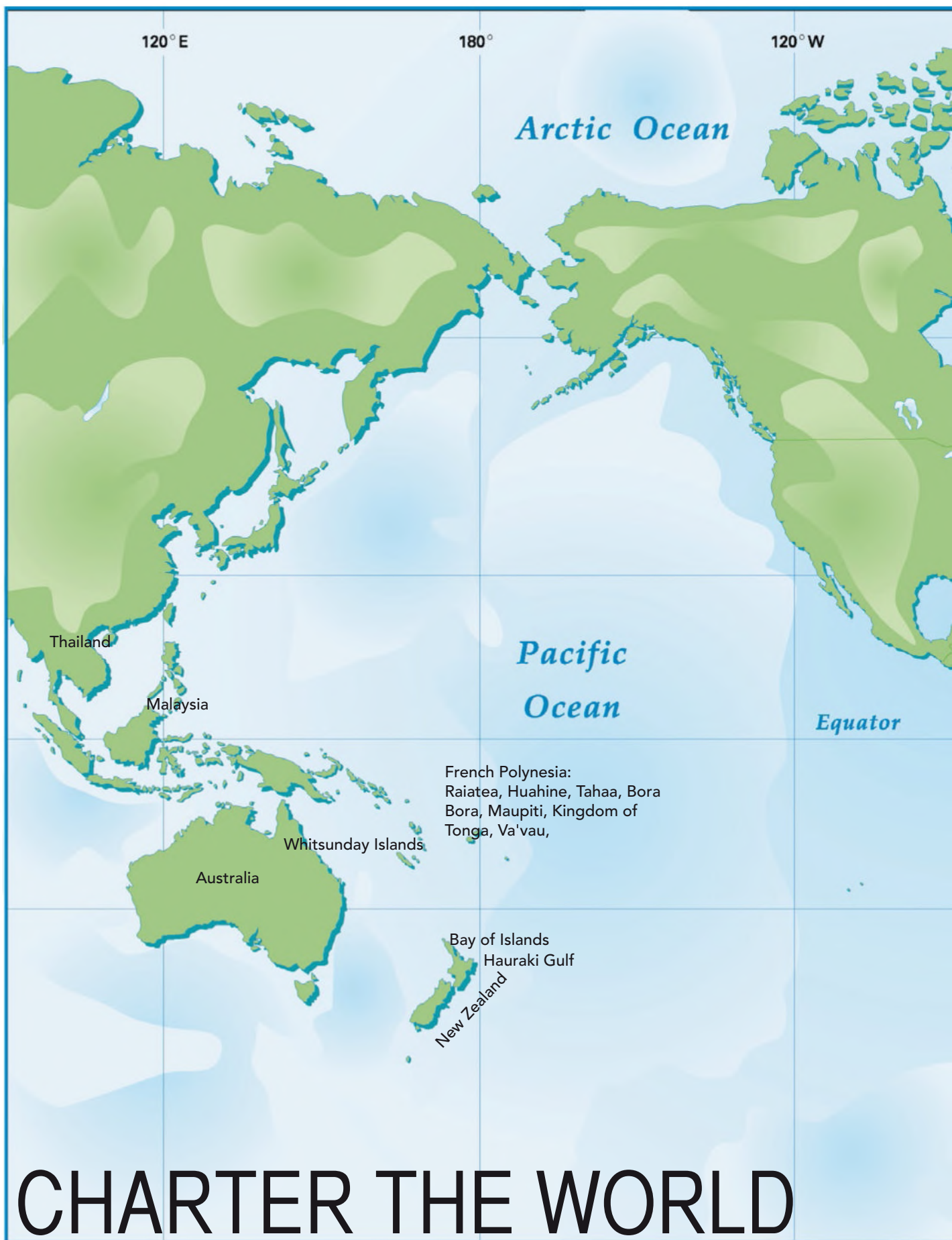
Inmarsat, the company that provided satellite communication for the fleet, has hinted that there may be the possibility of live coverage all the way around the world for the next race. How intense would that be and for a guy, like myself, who did his first Whitbread in 1981 when the headsails had hanks and the only link to the outside world was a weekly single-sideband call, the idea of 24/7 coverage is thrilling. It's a new, reinvigorated and better Volvo Ocean Race. **BWS**

Brian Hancock is a sail maker, author, lecturer and veteran offshore sailor and racer. He lives in Marblehead, Mass.

Abu Dhabi Ocean Racing passing by Costa da Morte - Coast of Death - in Spanish waters during Leg 8 to Lorient.



Ainhoa Sanchez / Volvo Ocean Race





Sailing Around the World One Charter at a time

17 of the world's best places to charter can lead you on a round the world adventure by **BWS staff**

the Baths, B.V.I.

For many of us, the point of the cruising life is to enjoy the world's best and most interesting sailing areas. The ocean passages between them may offer challenges and a unique sense of self reliance. But, 747s cross oceans, too, and get you to the next great cruising ground without fuss or bother.

So instead of taking your own boat around the world, you can explore the planet one charter at a time and take years to sail in the storied islands and cruising grounds that a circumnavigation has to offer. For the fun of it, we take you on a west-about circumnavigation and highlight the charter areas that you can enjoy.

THE CARIBBEAN

It is not unusual for cruisers to spend several seasons in the Carib-

bean before heading west into the Pacific. The islands are beautiful, the sailing great and weather spectacular. So the Caribbean is where we begin and nowhere better than the *U.S. and British Virgin Islands*, the world's most popular chartering area.

Whether you choose to begin in St. Thomas or Tortola, the Virgins offer hundreds of anchorages, numerous beachside bistros, plenty of fun evening entertainment and some of the best snorkeling anywhere. For the most part, the sailing is tame and the weather benign. Plus, you have the benefit of many charter companies and boats to choose from. It's a great place to cut your teeth on cruising and chartering and gain the skills you will need for more challenging venues.

Once you have your sea legs, then chartering down island will be the next leg on the world cruising route.

You will find charter bases in *St. Martin, Guadeloupe, Antigua, St. Lucia, St. Vincent and the Grenadines* and finally in *Grenada*. Each island has its own unique charm and fun anchorages and shoreside entertainments. On the European islands, you will find modern facilities, excellent restaurants and many tourist attractions. On the home islands of the West Indies, you will encounter the Caribbean in its more natural and rustic state.

Antigua is a famous chartering center and you can easily spend a week or 10 days exploring the island. Perhaps the jewel of cruising in the West Indies, however, is the Grenadines where there are dozens of anchorages, lots of islands to explore, magnificent reefs to dive on and a true laid back Caribbean tempo.

From the Eastern Caribbean, the next leg of the voyage can be to the

courtesy Daniel Endy

Western Caribbean and Belize in particular. You will discover that special Central American hospitality, sail among the Caribbean's largest coral reef system and even enjoy some eco-tourism ashore. The sailing and navigation will be fairly straightforward and although considered a Third World nation, you will find Belize to be a great place to charter.

SOUTH PACIFIC

It takes the better part of a year to cruise your own boat across the South Pacific. A 747 does it in 12 hours. After leaving the Americas heading west, the first and most fabled landfall is *French Polynesia*. For chartering, you head out to *Raiatea* in Les Isles Sous Les Vents where you will start your cruise. From there you can explore the amazingly beautiful islands of *Huahine*, *Tahaa*, *Bora Bora* and even the remoter island of *Maupiti*, where you will think you had sailed back in

time to the French Polynesia of old.

You will find Polynesians to be friendly, welcoming and fun loving. They live in paradise and seem to know how lucky they are. Their music is happy, their dances sensuous and their laughter straight from the belly. The best months to sail in FP are from March through October, with July being the month for the famous Hieva festival.

From FP, cruisers head west with the trade winds and will almost always make the *Kingdom of Tonga* a primary landfall along the way. It is a six day sail from FP to Tonga. But you don't have to make the passage. Just fly into the *Va'vau Group*, hop on a charter boat and sail away.

Tonga has never been colonized by western countries so its monarchy has remained intact and functions as the national government. The *Va'vau Group* has some tourist facilities but the outer islands are still very rustic

and the native Tongans live a hand to mouth existence. You will find that the feasts offered to cruisers by the locals are a great way to fold yourself into the culture and discover what these friendly and gentle folk are all about. Plus the diving, whale watching and reef exploring is magnificent.

From Tonga the cruising route leads west and southwest. Many voyagers will spend the southern cyclone season in *New Zealand* and you can too if you charter a boat in the *Bay of Islands*.

If you follow ocean racing and the America's Cup scenes, you will know that *New Zealand* is a madly keen sailing nation. For sailors it is like discovering the country where sailors live and many cruisers end up emigrating there when their voyaging days are done. *The Bay of Islands and Hauraki Gulf* offer good, sometimes boisterous sailing, many safe harbors, famous Kiwi hospitality and breath-taking scenery. You will encounter boats

Marina Tiare III anchored
in the South Pacific



courtesy Mahina Expeditions



Sailing in Asia

from all over the world and cruising camaraderie like nowhere else.

At the end of the South Pacific segment of the circumnavigation, many cruisers end up in *Australia*, New Zealand's larger and noisier cousin. The best place to bareboat charter will be in the *Whitsunday Islands* at the southern end of the Great Barrier Reef and on the edge of the Coral Sea. Airlie Beach is home to most of the charter companies in the islands and from there you can spend weeks exploring the 74 islands in the group. You'll find excellent sailing, good to great diving and the famous Aussie hospitality. Because the Whitsundays are a renown tourism destination, you also find resorts, tour boats and lots of shoreside entertainments.

ASIA & INDIAN OCEAN

When cruisers leave Australia, they usually head "over the top" around

Cape York and make their way to Indonesia, Singapore and then to Malaysia and Thailand. This is some of the most exotic cruising in any west-about circumnavigation and should not be missed by those who are sailing around the world one charter at a time.

The west coasts of *Malaysia and Thailand* are the most popular regions to charter with bases in *Lankawi and Phuket*. Along this coast, you will find pleasant mild sailing conditions, dozens of harbors and coves, beach bars and restaurants and an international mix of sailors and tourists. Pang Na Bay has many incredible anchorages with huge rock formations and tropical jungles. The outer islands have great diving and clear water. The food in Thailand and Malaysia is some of the world's best and the local cultures are ancient and fascinating. A week is not long enough to explore the region. Many cruisers stay for months

or even years.

The crossing of the *Indian Ocean* to South Africa or the Red Sea is one of the real "big ones" on a voyage around the world. The southern route is long and boisterous. The route to the Med takes you through pirate country, although piracy off Somalia has waned dramatically. Out there in the middle of the Indian Ocean not too far off the East African coast lie the *Seychelles*, known as some of the most beautiful islands on the planet.

Local tariffs and red tape make the Seychelles difficult for cruisers. But for those flying in to charter a boat, the islands are a pure cruising heaven. The water is pristinely clear, the beaches blindingly white and the scenery out of central casting's version of paradise. Crewed charters are a favorite way to sail these islands since there may be a few overnight passages between islands. The local foods are exotic and delicious with seafood dominating menus. For a sailing vacation like almost no other on the planet, the Seychelles are as exotic as it gets.

THE MED

The Red Sea is the route from the Indian Ocean to the Mediterranean but lately it has been less well traveled than in years past. From Thailand, cruisers spend up to five months sailing to the Med and the Red Sea portion can be some of the most challenging cruising on the route around the world. But, the Med is worth it.

The *Mediterranean Sea* offers so much interesting and beautiful cruising that voyagers often spend two or three years exploring its many countries and smaller seas. Charterers could spend a lifetime discovering the Med one charter at a time.

Coming from the Red Sea, the first charter region is the Turquoise Coast of southeastern Turkey. With charter bases in *Gocek, Marmaris and Bodrum* this coast has a wonderful blend of sailing destinations and historical treasures from the early Greeks and Romans to the Byzantines and Ottomans. In summer, the coast can



The Indian Ocean, Zanzibar



be blistering hot so the best times to charter are spring and fall. Turks are lovely people and welcome North Americans warmly.

Right next to Turkey lies the *Aegean Sea* and *Greece* where there are many charter bases and endless islands and harbors to explore. Most charters will originate near Athens and from there you can choose to island hop to your heart's content. In summer, the Meltemi blows down the Aegean with force so veteran charters prefer spring and fall.

Through the Corinth Canal and the inland sea, cruisers sail on to the *Adriatic Sea* where they find a host of interesting islands to explore from the *Ionia Islands* to the coast of *Croatia* to the north. The Adriatic is another cruising paradise with a perfect blend of good sailing, outlying islands, amazing ancient villages and cities and cultures that stretch back into the mists of history. In Greece, you can sail to Odysseus' home island of Ithaca, visit the ruins at Delphi and discover the leisure pleasures of Corfu.

In Croatia, you will find diverse cultures since the Balkans have long been a crossroads between Europe and Asia. The ancient villages are picturesque and set in some of Europe's most

beautiful landscapes.

Two days of sailing takes cruisers to the west coast of Italy where there are numerous charter bases for those flying it. From *Palermo, Sicily* to *Naples* and north to *Elba*, you will find bareboat charter operations that put your right into some of the Med's best cruising. Favorite regions include the *Aeolian Islands*, the *Amalfi Coast*, the *Bay of Naples*, and *Elba*. Italy is a sailing nation to rival New Zealand and is home to some of the largest boat building companies in the world. The

cruising in summer is excellent and life ashore is brimming with wonderful food, wines and good cheer.

From Italy cruisers will head to the south coast of France and then on to Spain. For chartering in the western Med, the *Balearic Islands* are the place favored by long term cruisers and veteran charterers. Sailing out of *Palma, Mallorca* you can explore the Mallorca coast and then hop over to rustic *Menorca* for a pleasant visit to

Mahon where the British fleet in the 18th Century was based for a hundred years. Or you could head south to *Ibiza* where the parties rage all night long and Europe's beautiful people strut their stuff.

From Spain, voyagers heading west would close the circle with a transatlantic passage via Madeira, the Canary Islands, The Cape Verde Islands and then across the Atlantic to the Caribbean. Of these, only the *Canary Islands* have charter bases where you can bareboat or cruise on a crewed charter. The islands of *Grand Canaria*, *Lanzarote* and *Tenerife* are tall and beautiful. Lanzarote is almost a mountainous desert while the other two islands are tall and verdant. The islands have man-made harbors where you can Med-moor and many beautiful bays with wide beaches. The islands are in the eastern Atlantic so the weather is more oceanic than in the Med and the sailing more challenging. But for discovering a new island group where Columbus set off to be the first European to cross the Mid-Atlantic, it is worth it.

For cruisers, it is a 15 to 20 day sail across the Atlantic to the Caribbean where they can close the circle on their circumnavigation. For our round-the-world charterers, it's a six to eight hour flight home with a circumnavigation of sorts under their belts. **BWS**



Croatia



BOATBOUND

Boatbound is a “pier to pier” renting service that connects boat owners with renters. by BWS staff

In the summer of 2012 Aaron Hall (founder and CEO of Boatbound) and his family were on vacation and trying to rent a boat, however the marina had no more boats available. “We looked around and saw a ton of boats sitting there and thought there has got to be something like an AirBNB for boats,” said Hall, “and that kind of spurred the idea of Boatbound”. He added looking back that was the ‘aha’ moment that every boater would be thinking later, ‘man I wish I thought of that’. Boatbound formally launched in June of 2013.

Boat owners working with Boatbound can choose the price and days their boat is available for rent. The Boatbound website is free to join and allows users to search by location,

then narrow search results by power or sailboat and whether it will be a bareboat or captained charter. The price per day, size and a photo of the boat all appear after an initial search. After selecting a boat, users see a calendar of available dates, additional photos and information on the boat and owner. From there, a message to the owner can be sent to ask questions or users can send a request to book.

Every rental includes \$1 million in liability protection and \$2 million in boat protection from Lloyd’s Insurance as well as Boat U.S. support on the water. After each rental, the owner and renter can review each other and document their experience. For owners, Boatbound receives 35 percent of each rental for non-commercial boats and 5 percent of each rental with com-

mercial insurance or a charter policy, since they do not need Boatbound insurance to operate. For renters, a 10 percent service fee will be charged for each rental booked.

After renters select their desired day and provide payment information, they are asked to answer a few questions provided by the owner about their boating experience.

“From a vetting standpoint, we first pre-screen anyone who wants to rent a boat by themselves (bareboat) for responsibility by checking criminal history and their driving record,” said Hall, “At that point, if they are approved to rent, it is the owner’s responsibility to vet the individual renter.” Hall added that the process works better than a basic form that the renter fills out because every boat

Lucy, the official Boatbound dog in her roll as greeter.



A humpback whale is seen surfacing under the Golden Gate Bridge off Gottschalk's Catalina 36



Gottschalk offers his boat bareboat or captained and can have it provisioned for a brunch or BBQ sail

is slightly different and every location may have different navigational requirements.

Georg Gottschalk uses Boatbound to rent out his Catalina 36 and says renters who have taken out his boat enjoy the service because it allows them to sail when they want even though they do not own their own boat. Renting the boat through Boatbound, has helped Gottschalk pay the slip fee, maintenance and buy an upgraded mainsail.

Currently Boatbound has boats available in all 50 state with higher concentrations in larger cities like San Francisco. A Boatbound app is in the works as well as expansion to international locations to serve as a resource for tourists overseas looking to rent a boat for a day or two in a area that does not have a chartering company.

Visit www.boatbound.com for more information. **BWS**





Sailing Schools And Community Sailing

Whether new to sailing or a boat owner, taking classes through a sailing school can ensure better and safer sailing for all

SAILING ORGANIZATIONS

Founded in 1897, US Sailing (at the time called the North American Yacht Racing Union) has a long history of training instructors and serving as an authority on sailing in the U.S. In 1993, in an effort to create consistency in sailing programs, U.S. Sailing standardized their instructor certification curriculum. Similarly, the American Sailing Association (ASA), founded in 1983, aims to provide a national system of sailboat training and certification to students. Throughout the country there are ASA certified sailing schools in 36 states that offer classes on a variety of boats for both youths and adults.

DIFFERENCES BETWEEN THE ORGANIZATIONS

US Sailing, aside from safe boating certification, offers classes to train sailing coaches, runs regattas, train race management personnel and acts as an authority on sailing. ASA's primary goal remains educating instructors and safe boat training and is not involved in the racing side of sailing. From a tax standpoint, ASA is a for-profit organization while U.S. Sailing is not for profit. Bottom line is that there is not much difference and both adhere to strict standards.

WHAT IS OFFERED

The first levels of cruising classes

from both U.S. Sailing and ASA are designed to familiarize students with the basics of keelboats, with the end goal being that they could confidently and safely sail one by themselves. Basic navigation, docking and mooring, sail changes, familiarization with operating the boat under motor (if it has one) and safety tactics if you are caught in stormy weather are all taught at this level.

Certification from these classes can be used as proof of sailing ability when you go to charter a cruising boat and will allow you to safely enjoy your use of it and return it without damage at the end of your charter period. For example, ASA Class 104 Bareboat Cruis-

ing, offers participants the chance to learn how to sail a sloop-rigged, auxiliary powered 30 to 45 foot sailboat during a multi-day cruise on inland and coastal waters in moderate and heavy winds. Participants will also learn about provisioning, boat systems, auxiliary engines, coastal navigation, anchoring and emergency operations.

COASTAL AND OFFSHORE

Coastal navigation classes are useful for anyone who plans on cruising in coastal waters and includes a coastal passage making program where first students learn the theory and then have a chance at applying it in on the water situations. Whether you take a class through ASA or U.S. Sailing, coastal navigation courses will start by examining the basic principles of navigation, from there students will learn how to navigate both with and without electronics

One example of such a class is US Sailing's Safety at Sea Seminar. It is moderated and taught by experienced, lifelong sailors who include some of the top names in sailing and safety. Designed for sailors of all types and levels and for a wide range of boats—small, big, monohulls, multihulls (and powerboats, too)—that are sailed anywhere. The curriculum is certified by US Sailing, with special attention to conditions and challenges of the host organization's sailing area. Participants can choose from a one day coastal or a two day ISAF offshore certification course depending on what type of sailing they plan on doing.

CELESTIAL NAVIGATION

Another important skill to learn is celestial navigation. Even with the abundance of electronics on boats nowadays, more than ever it is important to learn how to navigate without modern

technology in a way that can never fail you. This skill is often packaged with an ocean or offshore passages making course. Most courses emphasize learning the theories and practical skills necessary to help you successfully create fixes on the boat with a qualified instructor during an offshore passage making course. There are also excellent celestial navigation courses that can be taken online and done in your own time at your own speed as well as plenty of books on the topic.

AFTER COMPLETION

So you've just completed a coastal or offshore cruising class, so what's next? Both organizations offer additional classes that will allow you to gain skills in specialized areas. If you don't have a boat or want to sail while on vacation, many charter companies offer bareboat charters, such as the Moorings or Sunsail. If you have an interest in racing, many boat owners need additional crew for weekly harbor races as well as longer coastal and offshore events. Crewing on a boat delivery is another excellent way to gain offshore experience.

COMMUNITY SAILING PROGRAMS

Throughout the country, from popular sailing cities like San Francisco or Annapolis, to the great lakes and the smallest bodies of water, you'll find community sailing programs. Although they vary in size, types of boats and classes offered and location, the goal of these types of program is to get the community out sailing. Most programs offer both adult and sailing instruction for children and teenagers. Additionally, many have boats that members can use as part of a membership fee. High school and college sailing is growing in popularity across the country and is a great way for youths to familiarize themselves with sailing and make lifelong friends. Most importantly, community sailing organizations and sailing courses allow those interested in pursuing sailing an avenue to safely gain skills and connect with the larger sailing world. **BWS**

For more information:
American Sailing Association
www.asa.com
U.S. Sailing
www.ussailing.org



LET'S KNOT ARGUE

Keeping the marital knot tied

by Pete Dubler

From time to time Jill and I (okay, mostly Jill) are asked by other sailing couples (okay, mostly the women) about getting along on their boats (okay, mostly about the tyrannical behavior of the men). We reflect on our own experiences and offer back what we hope is harmonizing advice.

Today's inquiry was from the Venus side of a very-well educated, professional couple with a long-standing relationship and marriage. It read not unlike a Dear Abby letter: "Dear Jill, I need your advice. Hubby insists that we tie all our knots the same way. 'Use the right knot in the right place—it's a safety thing', he says. I like how I hang fenders and he insists I change. Should I hold my ground? What do you and Pete do?"

It was a few minutes before Jill stopped laughing with "been there done that stories" and we had a

"serious" discussion on this "critical" marital dispute. Let's put this into perspective. Some boats sport placards that read, "Sailing is not a life or death matter. It is more serious than that." Long ago Jill and I decided that placard was missing a final phrase, "but not as serious and important as your marriage". In the chronology of our successful sailing relationship, this realization came somewhere between "yelling does not help" and "don't mumble—talk loud but sweetly". Do knots matter? Sure they do. But as with most things, there are degrees. Total rigidity rarely is necessary (but good anchor holding also helps assure marital bliss).

What is a knot anyway? A knot has three immutable characteristics: 1) It is easy to tie, 2) It is strong and holds, and 3) It is easy to untie. Everything else is a nothing more than a tangle. Number two above also aptly describes a good marriage.

Back to our inquiring writer. We

first must praise this couple for actually tying knots instead of resorting to the endless host of chandlery products offered to "make hanging and adjusting fenders easy". The fact that they are tying knots and discussing them is a good sign for their future sailing together.

For years we have kept five foot long lengths of 3/8" line in multiple rooms of our house for practicing knot tying. Several knot tying books are found on our boat. I even once made a knot board with some 75 different knots and bends just to prove I could tie all those knots. In the end Jill and I decided we could sail the world with just a cleat hitch, four knots (square knot, bowline, rolling hitch, and clove hitch or half hitch/double half hitch), and one related best practice: gasketing a coil of line.

WHERE IT REALLY MATTERS

On our boat, the one knot-related practice applied with some rigidity is

how we gasket any coils of line. When things get nasty (sea state that is) is not the time to have to figure out how to get a coil of line running free in order to drop a sail quickly. Less stressful, but oft repeated, is the storing and uncoiling of dock lines. Gasketed well, the coil is easy to hang, does not come undone, and releases without tangling. There are a few different methods to gasket a line. Just pick one and use it consistently.

MORE IS NOT BETTER

The cleat hitch is elegance in its simplicity. Extra turns, twirls, and embellishments are unnecessary, do not make the knot any stronger or more secure, and just scream out, “not tied by a seaman, ummm, seaperson”. A walk down most docks will reveal any number of examples of cleat messes that are clearly not easy to untie.

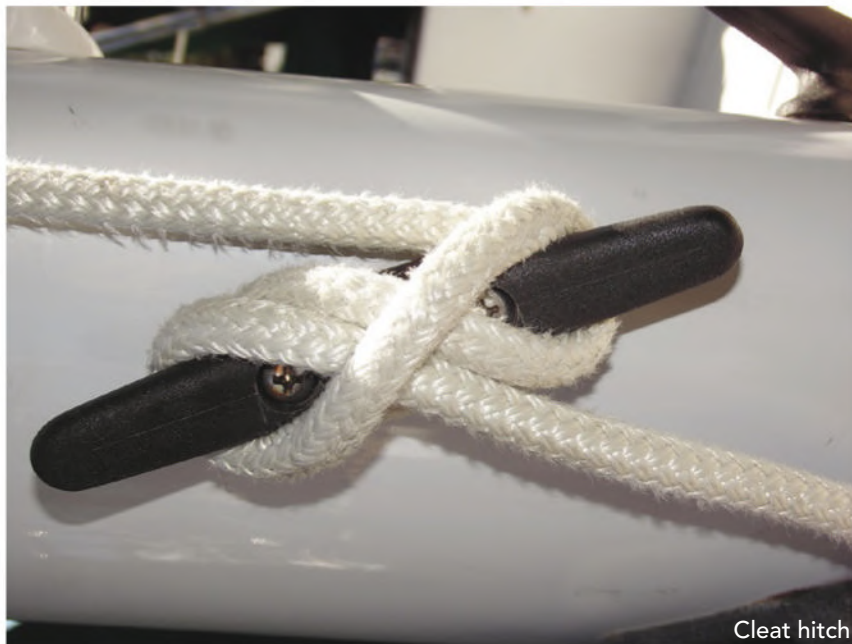
THIS KNOT COULD SAVE YOUR DAY OR YOUR HAND

The rolling hitch is the vice-grip of knots. It can grab another line tightly but can be slid easily when not under tension. We secure our halyards away from the masts with this knot. Just this weekend we lowered and raised our roller furler with a rolling hitch of light line tied around it (and a bowline on the other end going to the halyard shackle). But the one use of a rolling hitch that every sailor should learn

is the releasing of a sheet jammed on a winch, which could also involve a pinched finger or hand. For this purpose a few yards of 3/8” double braid line should live in your cockpit in a coaming box or hanging on the mizzen mast. This lighter line is tied around the taut end of the sheet a foot or more ahead of the winch, using a rolling hitch, with the double turns closest to the winch. The other end of the line goes to another winch to pull in the sheet and release its tension from the winch where the sheet is stuck. With practice you can release the line faster than you could cut through it. Winch overrides happen at



Gasketed coil



Cleat hitch



The coil is neat, the cleat hitch itself, messy



Needlessly complicated cleat hitch



Above; rolling hitch releasing tension on jib sheet, below; bowline

the most inconvenient of times. Cutting a sheet can really ruin your day and there is no excuse for cutting one because you now know how to release its tension quickly.

NO RABBITS WERE HARMED IN THE MAKING OF THIS KNOT

As to our four “necessary” knots, the bowline is perhaps the one most used, but alas probably the one least applicable for hanging fenders. Most learn to tie a bowline around themselves or a fixed object (drawer handles are popular). In the real world

one has to be able to tie the bowline as a free-standing loop, through a ring, or around an object while standing, kneeling, balancing, or hanging in all sorts of contorted positions. At those times the rabbit does not always want to come out of the hole, go around the tree, and back into the hole. This is where practice with that five-foot scrap of line comes in. Eventually muscle memory is developed and rabbits need no longer be recruited during the tying of your bowlines.

The simple bowline also is the basis of a bowline in a bight, a water bowline

(best when towed through the water), and a triple bowline (with a double or triple loops to improve wear). Consider these as optional or elegant variations. They look enough like the basic bowline that they will always be familiar to your spouse when it comes time to untie them, but not mandatory for both of you to be able to tie.

TYING FAST

Knots that secure a line to, not just around, a piling, stanchion, or lifeline are called bends. A turn of the line around the post followed by two half hitches (known to non-sailors as just “knots”), tied in the same direction, is the simplest form of secure bend, a double half hitch. This knot can also be tied with the tail folded over in the second hitch making it quick to release by pulling the tail. A clove hitch is another favored bend we use often, but it would be hard for me to declare one as better than the other except that the clove hitch has two rounds of line around the piling. The clove hitch can be made instantly by laying two loops over the top of a piling. There are plenty of YouTube demonstrations of this “magic” method. There is no shame in adding an extra half hitch of the tail around the working end of a clove hitch. Sending a hammer aloft to forgetful hubby hanging in a bosun’s chair calls for a bend around the handle right under the hammer’s head (although a tool bag tied on with a bowline works well, too). And all of these bends would work for hanging a fender.

Tying a line to itself, around something like a boom, calls for a square knot. A common example is gasket lines holding a reefed sail to the boom (but with stack packs and lazy jacks does anyone still do this?) or a line tied around a parts box to keep it closed. Here again variations are useful. Folding over the tail of the last wrap leaves the tail in a quick-release mode making the knot very convenient, dare





Left; clove hitch with half hitch for extra measure, right; clove hitch

I say for hanging fenders? Several extra twists turn a square knot into a surgeon's knot which holds in slippery monofilament fishing line.

AND A BONUS KNOT

We also have one "bonus" knot that amazes and entertains children and innocent bystanders: the quick release or "dinghy knot". This knot holds the dinghy painter fast to the dock or boat. Pulling the tail instantly releases the line from the piling or cleat. There are a few different ways to tie a din-

ghy knot (<https://www.youtube.com/watch?v=gx6Sof1ZWSY>). Jill and I use different approaches, but that doesn't matter since the evidence vanishes regardless of who pulls the tail. This knot also works great for, you guessed it, hanging fenders.

HAPPILY EVER AFTER

To our writer we say, "Master the rolling hitch, agree how you will gasket coils of line on your boat, and tie your fenders using a knot familiar to both you and your sailing partner:

clove hitch, double half hitch, or one of the variety of quick release knots and get on with the serious stuff of sailing—loving to sail together". **BWS**

For over a decade now, Pete Dubler has been writing for BWS about projects on his Pearson 424 including articles in this series detailing her complete restoration and refit. During 2015, under a phased retirement program, Pete and his wife Jill will spend more time shaking out S/V Regina Oceani and plan to depart for worldwide cruising December 2015.

Clockwise from left; double half hitch, double half hitch with quick release loop, square knot with quick release loop, dinghy knot





Azuree 46

The new, twin-rudder, racer-cruiser from Turkish builder Sirena has roots in the world of Open Class racing

by George Day

If you follow the Volvo Ocean Race or pay attention to the world of Open class racing in boats like Class 40s, Mini 6.5s or Open 60s, then you will know that the fastest designs out there today have narrow, plumb bows, very wide transoms, bulbed fin keels and twin rudders. These boats have skimming dish hulls and are able to plane at high speeds when power reaching in a good breeze.

What do the concepts behind these racing machines have to do with cruising boats, you may ask? In our view, quite a lot. If you can make a

cruising boat better balanced, faster and roomy in both the cockpit and down below, you have improved the whole experience. Traditionalists will shy away from the modern look and thrilling performance of boats like the Azuree 46. That's fine. There are plenty of sailors who are looking to cruise in comfort, race competitively and make extremely fast passages. Boats like the Azuree 46 are for them.

RACE NIGHT

Since the Rob Humphries designed-Azuree 46 is billed as a true dual purpose boat, it only made sense to

have our test sail take place during the Tuesday night fleet race on Narragansett Bay, Rhode Island. This is weekly beer-can racing but it is quite competitive. There were about 40 boats out the night we sailed the 46 and fully a third of them were pure racing machines or tricked out racer-cruisers. Lots of the boats had laminated sails and most had full crews.

We had just five aboard for the race, Alan and Sarah Baines, Greg Ferguson, Eric Archer and myself. Between us we probably had 150 years of sailing experience. In fact, Greg has sailed as a pro in years past. He was going to call tactics. Also, the 46 is endowed with massive cockpit winches, two of which were electric. And it has cabin top winches that also include one electric model. We weren't going to be doing a lot of grinding nor were we going to be flying a spinnaker since we were in the cruising division.

The race was a windward-leeward course with roughly one-mile legs and twice around. We were the scratch boat in our class so we knew we had



to win by a pretty good margin. We got off to a good start in traffic and were able to use raw boat speed to sail through the fleet and into clear air. Once ahead, we had to put the pedal down to sail as high and fast as possible. The first leg required only one tack as we kept getting lifted as we beat to the windward mark. Those below us were not so fortunate.

The 46 has a tall rig, a large fully battened mainsail and a smaller

slightly overlapping, 110 percent jib. Trimmed tight and with the traveler to windward, we sailed upwind at about 28 degrees to the apparent wind and made six and half to seven knots in the 10 knots of breeze. With twin rudders and a deep bulb on the high aspect fin keel, the boat had a lot of stability and tracked beautifully. The helms were light and sitting either to leeward or to windward offered excellent views of the sails and the course ahead.

The main sheet is double ended

so it can be trimmed from both sides of the cockpit and is in reach of the helmsman who can use the electric winches to grind in the sails. The sailing instruments are mounted on flat panels on the aft end of the coaming at both helms so they are always in view. The chartplotter or multifunction display is mounted under the aft end of the large cockpit table.

We rounded the windward mark well ahead of the next boat and then ran down to the leeward mark wing





and wing with Eric using the boat hook as a whisker pole. The second windward leg was similar to the first and we had to tack only twice to fetch the layline. Running toward the finish we were well ahead but we owed the boats behind us plenty of time and we were concerned we didn't have enough minutes in the can to win on corrected time. Such is the life of PHRF sailors that we finished first in the 12 boat class by three and half minutes but ended up eighth. According to designer Rob Humphries, the hull and rig design have been optimized to rate well under the IRC

and ORC rating rules.

The 46 acquitted herself very well around the buoys. She is fast, nimble and the cockpit is very well laid out for sheet handling and sail trim. The sail plan is powerful and with downwind sails she will fly. I think the 46 will really shine in longer point to point events and, of course, when making coastal and offshore cruising runs.

THE GOOD LIFE

While the 46's sailing performance and cockpit layout were impressive as we banged around the buoys, the boat is also a true luxury sailing yacht. For example, the bench seats in the cockpit where you kneel to trim sheets, have a pure spa mode since they fold out to become wide lounging and sunning beds. And, in the cockpit, the large table with folding leaves will seat up to eight for open air meals. The transom folds down to make a wide stern swim platform and place to shower after water sports. With the stern platform down, the 46's cockpit is larger than you will find on most modern cruising boats. The cockpit of the 46 we sailed was fitted with teak floors and trim which gave it a pleasant traditional yacht style.

Down below, the designers at Sirena have made excellent use of the hull's large volume. A three-cabin layout, the boat has a large master suite forward with a double V-berth. There is a large hanging locker, cabinet space, drawers under the bed and a bench settee on the starboard side.

The master head is to port and has a large area that can be closed off with glass panels to make a shower stall.

The twin quarter cabins are spacious due to the beam and hull volume aft. The bunks are truly doubles and there is plenty of headroom. Large hanging lockers and cabinets provide plenty of space for guests to stow their clothing and cruising gear.

The after head is to starboard and next to the companionway. This will be the "day" head and a good wet locker for damp foul weather gear in rainy conditions. It too has a shower.

The saloon has the huge U-shaped

dinette to port that will seat five. With the table unfolded you can add three more crew to the dinner list for a total of eight. The dinette table can be lowered to transform the dinette into a large double berth.

The settee to starboard has the chart table built in. The center segment of the dinette rises and lowers. In the down position, the settee is one long bench. With the table raised, and cushion removed, it becomes a nav station with a compartment for a laptop and other nav aids. Radios, a chartplotter and other instruments can be mounted outboard of the table.

The galley to port has two fridge units—one top loading and one a drawer—a three burner stove, and double stainless steel sinks. There is tons of storage outboard of the galley and under the counters.

The boat we sailed had oak colored floor panels made from synthetic Alpi wood that looked remarkably real but is stain and scratch resistant. The joinery throughout the boat was of solid oak trim with handsome oak ve-

neers on the cabinets and bulkheads. With hull ports and large overhead hatches, the saloon was bright, warm and elegant.

TURKISH DELIGHT

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generator and air conditioning—that make the boat an elegant and comfortable floating home.

And, in the vernacular of modern Euro-styling, derived to some degree from the look of Open class boats, the Azuree 46 is strikingly good looking and will give those who appreciate her style and performance many years of sailing pleasure. **BWS**



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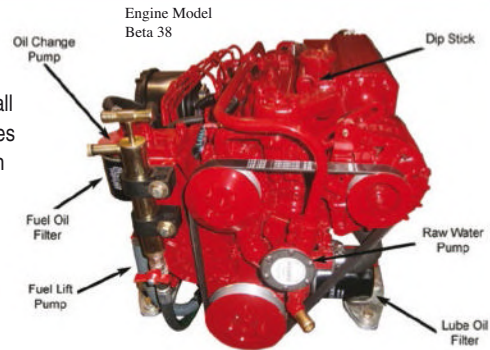
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NEWSLETTER FORMAT:

JUNE 96 - EPIRBs; cockpit canvas for heavy weather: new canvas products; repair & maintenance
 AUGUST 96 - Hand-bearing compasses; heaving-to the modern way, with techniques for fin-keel boats
 OCT. 96 - Storm jibs for voyagers; crew-overboard tests, part II: the latest in crew-overboard devices
 NOV. 96 - Inside eight blue water autopilots; high-powered spotlights tested; passage to the Caribbean
 JAN. 97 - Seasickness report: modern remedies; inside the Mason 43; passage to New Brunswick
 FEBRUARY 97 - Sea anchors; battery monitors for onboard charging systems; passage to Yucatan; Tartan 37
 APRIL 97 - Provision for offshore sailing; interview -Jean Myer; passage to Jamaica and back; J/40
 MAY 97 - Provisioning, part II, for long-range cruising; interview - Cabot Lyman; Hawaii to Tahiti; Shannon 43
 JUNE 97 - Sack panel installation & maintenance; Nigel Calder; passage to England; Tayana 37
 JULY 97 - Refrigeration systems for long-range cruising; seamanship: passage to Polynesia; Bob Perry
 AUGUST 97 - Wind generators for living aboard; Atlantic Isles; retrieving a halyard at sea; revolutionary Fox 50
 NOV. 97 - Windlasses for voyaging boats; interview -Alvah Simon; lee cloths; winter in the Med; Pearson 424
 DECEMBER 97 - Trade wind rigs that work; understanding shipping lanes; Oyster 55

MAGAZINE FORMAT:

JANUARY 98 - Caribbean 1500; planning a circumnavigation; mayday responses; Caliber 40 & Tanton 45
 APRIL 98 - Self-steering options; preparing for heavy weather at sea; Farr 50; Nautor Swan 38
 JUNE 98 - Blue Water Sails Special Report, mainsail repairs; dewpoint
 JULY/AUGUST 98 - Unsinkable boats; heavy weather sailing; Perry Custom 43
 SEPT 98 - Around Alone Preview; custom & semi custom boats; passages to AK; Bob Perry on cruising sleds, part 1; Tartan 40
 OCT 98 - Jan & Bob Crandall's Oyster 485; stowable dinghies gear review; interview with Mark Schrader; Bob Perry on cruising sleds, part 2; Admiral/Pedrick 75
 NOV/DEC 98 - Treasured cruising destinations; Etap; foul weather gear; passages to the Caribbean; Freedom 56
 JAN 99 - E-mail offshore; Sandy Strait, Australia; Hylas 54; Nautitech 435
 FEB 99 - Seagoing computers, part 1; communications at sea; seamanship: becalmed; escape to Fiji; Sabre 452
 MARCH 99 - Seagoing computers, part 2, software & components; offshore retrofit; Sydney-Hobart aftermath; Moody 44; Fast Passage 39; Reindeer/Morris 48.6
 MAY 99 - Sundeer 60; roller-furling mainsails; anchoring for world voyagers, part 2; cruising Cuba; offshore retrofit, part 2; interview with Scott & Kitty Kuhner; tropical to extratropical transition; Seawind 30 Ketch
 JUNE 99 - Trade wind sailing: rigs, sails, whisker poles; cruising Indonesia; heavy weather prep; Spindrift 10 dinghy; Cabo Rico 40; Aerodyne 46
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SEPTEMBER 2010 - Sicilian sojourn; boat show preview; navigation without GPS; Discovery 50 catamaran
OCTOBER 2010 - Cocos to Hawaii; AIS; Napa Valley; Antares 44i; Tartan 5300
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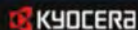
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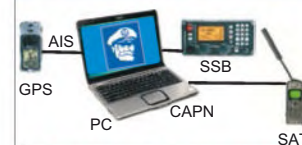
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The Wildlife of SAILING

Seal watching sunset with us

We were sailing fast under spinnaker in a 15 to 20 knot breeze when we smelled it. It was faint at first, but the unmistakable stench of a whale soon wafted through the cockpit. Looking astern into the northwesterly wind off the Pacific Ocean, we briefly caught sight of their spouts and then their backs arching out of the water. From what we could tell, there were two humpbacks, maybe more. Our boatspeed had us quickly moving away from them, but it was the perfect way to end a beautiful day sailing off the west coast of Vancouver Island.

A week and a half earlier and on the other side of the island, the morning sun crept over the top of the mountains and poured into Deepwater Bay near Seymour Narrows, British

Columbia. A half a dozen bald eagles swooped in from the treetops in search of their morning feast; flying so confidently near the rigging that I thought I'd have to turn the boat to avoid them. When we watched one score a massive salmon in its talons, just a few boat lengths away, we felt as though we'd caught one, too.

Walking just half a mile from an isolated marina along a dirt road, there was a rustling in the bushes up a steep embankment. We stopped, looked for a second and then saw the head and body of a black bear emerge. He moved effortlessly through the brambles and out ahead of us, then down the embankment onto the path where he caught sight of us. When he did, he turned and hightailed it off into the woods farther down the path. Wow, did that just happen?

With the anchor firmly holding and

the boat swinging with the current, we sat and watched the sunset across the bay to the west. Then, minutes before it touched the mountaintops, a seal popped up just feet from the boat. She floated there and gazed westward until the sun disappeared, seemingly enjoying this nightly ritual the same way we do.

Unexpected, wildlife encounters such as these are part of what makes the sailing and cruising life so much fun. You might have a general idea of what you *could* see—but you never truly know until you get out here and happen upon the unpredictability of nature. It's part of what brings us all back for more. **BWS**

Andrew, along with wife Jill and sons Porter and Magnus, are currently cruising the Pacific Northwest aboard their Grand Soleil 39 Yahtzee. Follow their adventures at threesheetsnw.com/yahtzee.

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